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TREASURY LOSS SEQUEL.

TWO CLERKS CHARGED TO-DAY.

REMAINED IN CUSTODY TILL NEXT WEEK.

THREE HUGE CHEQUES

Two Chinese employees of the Hongkong Treasury, Tsang On-wing, living at 50, Percival Street, and Cheung Man-kun, residing at 24, Kwong Ming Street, were charged before Mr. R. E. Lindsell this morning in connexion with the alleged frauds on the Treasury.

The first defendant was described as a cash book clerk, and the second defendant as a clerk.

Mr. T. H. King, Director of Criminal Investigation, appeared to prosecute, and Mr. M. K. Lo represented the first defendant.

The Charges.

There were three charges against the two defendants, the first reading:

"That you, Tsang On-wing and Cheung Man-kun, together with certain other persons unknown, on September 3rd, 1927, and on divers days between that day and 7th day of January, 1928, at Victoria in this Colony, conspired together with intent to defraud, to utter a Treasury cheque or a document purporting to be a Treasury cheque on the Hongkong and Shanghai Banking Corporation to the value of \$95,142.10 in favour of the Man Lee Co., which, to the knowledge of the said Tsang On-wing and Cheung Man-kun, was not intended to be cashed or presented for payment out of or against Treasury money."

The other two charges were couched in similar terms, in relation to other cheques, one for a sum of \$78,400.41 in favour of Min Tak and Co., and the other for \$86,955.33 in favour of Katz and Co.

Remands Granted.

Mr. King, who said that the two men were employed at the Treasury, applied for a week's remand, remarking further that Mr. Lo had asked him to apply for a remand for only three days in police custody, in the case of the first defendant. Mr. King said he had no objection, but indicated he would have to ask for a further remand at the end of the three days.

Mr. Lindsell after consideration remanded the first defendant in police custody until Tuesday, and the second defendant until Saturday next.

Mr. Lo then addressed his Worship on the matter of bail. He said that in view of the seriousness of the offences he was not expecting his Worship to grant bail, but he would like to state that the charges being of a simple nature, the police should be in a position, at the latest in a fortnight's time, to proceed with the case.

Mr. Lindsell agreed with Mr. Lo.

CHINESE HOLIDAY SOCCER.

SOUTH CHINA'S TWO MATCHES.

During the Chinese New Year Holidays, the South China Senior XI will play the Navy on the 23rd and H.M.S. Titania on the 24th instant respectively at 4.00 p.m. on their ground, at Caroline Hill, which has been newly allotted to the S.C.A.A. by the Government. A grand-stand has recently been erected and a good attendance is to be expected. The line up will be as follows:—Cheng Yung-kwan, Li Tin-sang, Leung Wing-chiu, Leung Wing-tak, Pang Wa-hing, Leung Yin-chen, Lai Tin-choi, Ip Pak-wa, Fung King-cheung, Wong Mi-shun and Ko Sik-wai.

GERMAN MINISTRY SCANDAL.

IRREGULAR USE OF FUNDS FOR FILM CO.

CABINET DISCLAIMER.

Berlin, Jan. 20.

The film scandal, which is freely alleged to be one of the reasons for the resignation of Dr. Gessler from the portfolio of Minister of Defence, was ventilated in the Reichstag to-day.

Questioned, Dr. Marx, the Chancellor, admitted that the Government had lost several million marks through unauthorised grants to the Phoebus Film Company.

The grants, he said, were made by Captain Lohmann, of the Ministry of Defence, with the sanction of Dr. Gessler, for the production of so-called national films.

Dr. Marx disclaimed Government responsibility in the matter, saying that the Company had been supported by the Ministry of Defence, while the Navy Department had also acquired shares therein. Dr. Marx declared that the whole Cabinet deplored the affair.

The Government proposes to appoint a Commission to prevent the irregular use of public money, while an investigation will be held into Captain Lohmann's conduct.

BIG U.S. OIL MERGER PLANNED.

BIG RIVAL FOR FAR EAST TRADE?

New York, Jan. 20.

A possibly dangerous rival in the Far East for both the Standard Oil Company and the Royal Dutch-Shell group interest, is indicated by the announcement of plans for a merger of two of the largest oil companies in the United States, the Texas Corporation and the California Petroleum Company.

The combined capital of the two firms would be \$375,000,000. The merger depends on the participation of at least 51 per cent. of the shareholders of the California Petroleum.

—*Reuter's American Service.*

BRITISH CRUISERS.

TWO INSTEAD OF THREE, BUT HEAVIER?

London, Jan. 20.

From an official statement issued to-day concerning the Cabinet's naval plans, it transpires that the type of the two cruisers to be laid down in 1928 has not been definitely fixed. It will be remembered that the Cabinet recently decided to lay down only two cruisers instead of three.

The Admiralty communication is taken to mean that it is possible that the cruisers will be of the 10,000-ton instead of the 8,000-ton type originally intended.

—*Reuter.*

ANGLO-AMERICAN TRUST.

BIG INVESTMENT CORPORATION BEING FORMED.

New York, Jan. 20.

British and American investment interests headed in the United States by the American founders of a Trust, have practically completed the formation of an International Investment Trust to provide for a liaison between British and American capital.

The plans are such that the Trust is expected to develop into a \$300,000,000 corporation.

—*Reuter's American Service.*

RAIN FOR WEEK-END PREDICTED.

The Observatory's forecast for the 24 hours ending at noon to-morrow is:—North-east winds, moderate; generally overcast; some rain.

U. S. ATTITUDE OF MODESTY.

NO WISH TO DOMINATE CONFERENCE.

CANADA'S PARTICIPATION.

Havana, Jan. 20.

Although the actual agenda at the Pan-American Conference has been fixed by resolutions, it is understood that new subjects can be raised by the various committees without notice, and the Plenary Session by a two-thirds majority vote.

The United States has, in view of this understanding, sent a larger delegation than it sent to Versailles for the Peace Treaty. The most important figure at the Conference is now Mr. Charles E. Hughes, the U. S. Secretary of State, who, however, insists upon playing a modest role with a view to avoiding any move which might suggest that the United States is interested in dominating the Conference or any participating nation.

Hostile to U. S. Policy.

An instance of this occurred when he refused office himself but seconded the nomination of Senor Guerrero, of Salvador, as Chairman of the Committee on the Codification of Public International Law, which may consider the question of one nation interfering in the domestic affairs of another.

Senor Guerrero is known to be hostile to the United States policy in Latin America.

Canada Discussed.

A point of particular interest, which has been raised is the question of Canadian participation in the activities of the Conference within the next few years. A number of delegates expressed the opinion that with the rapid growth of Canadian trade and influence, Trade and Financial Treaties concluded on the American Continent will not be fully effective unless Canada does participate.

—*Reuter's American Service.*

SERBIAN VAGRANTS CHARGED.

SENT TO THE HOUSE OF DETENTION.

Two Serbians were charged before Major C. Willson, this morning, with being vagrants and being without visible means of livelihood.

The police said that the men were found destitute in Shanghai but, through the kindness of a friend, a passage was secured for them so that they could proceed to Bosnia. Apparently things on the boat were not quite to their liking and they got off in Hongkong. The police had no sympathy for them.

His Worship committed the men to the House of Detention.

A CORRECTION.

LOCAL SOLICITOR'S REMARKS MISREPORTED.

In our report of the student manslaughter case yesterday, we regret having misquoted Mr. L. D. Turner in his references to the evidence called. Mr. Turner was represented as saying that Inspector Lane's evidence was worthless, as by the time it had reached the Court it was full of venom.

In point of fact, the reference was to a Chinese witness, Mr. Turner's actual words being that "the evidence of Lo Man-pan was admitted by Inspector Lane to have been practically valueless at the time that Lo made a statement to him, and," said Mr. Turner, "all the venom instilled into that statement was subsequent to that statement."

We desire to tender our regrets both to Inspector Lane and Mr. Turner for this unfortunate slip.

TO-DAY.

Dollar on demand 2/- 3/16.
Lighting-up 6.02 p.m.

MORE SHANGHAI UNREST.

COMMUNIST RISING AGAIN FEARED.

BANKS MAY FAIL.

Shanghai, Jan. 20.

In consequence of the heavy sums demanded by the Nationalist Government, it is expected that several native banks will go into liquidation.

There are rumours that a Communist rising is being planned for the evening of either Saturday or Sunday.

—*Naval Wireless.*

Hankow Unchanged.

There has been no change in a situation which is still obscure. Martial law continues in force.

—*Naval Wireless.*

Fall of Shasi Expected.

Shasi, Jan. 20.
The 2nd Army, which is now stated to be about 15 miles east of Shasi, is expected to enter the town on Saturday. The Army consists of 20,000 men and is under the command of Lo Ti-ting.

—*Naval Wireless.*

INSPECTION OF BOY SCOUTS.

PRINCE OF WALES BANNER TO BE PRESENTED.

His Excellency the Governor, in his capacity of Chief Scout of Hongkong, is to inspect the Boy Scouts at Government House, on Wednesday, 25th inst., at 4.30 p.m., and to present the Prince of Wales Competition Banner to the 1st H.K. Sea Scout Troop, which won the Competition in 1927.

There will be nothing in the nature of a display, and the whole ceremony will not take more than half-an-hour at most, but it is hoped that every Troop will be represented, though, owing to the Chinese New Year holidays, it is likely that an absolutely full attendance of Scouts may not be possible.

PERSIAN PEASANT REVOLT.

ARRIVAL OF TROOPS QUELS OUTBREAK.

Basra, Jan. 20.

Reinforcements have been rushed to Qasbah, Khuzistan, and the peasant revolt has been suppressed.

The troops arrived on board two Persian gunboats, and the insurrection collapsed within a few hours. The peasants have now accepted the increased taxation (the revolt was in protest against double taxes imposed) while the authorities have undertaken to liberate the tribesmen, who were taken in custody.

—*Reuter.*

ELECTRIC LIGHT FOR CHEUNG CHAU.

GOVERNMENT ASKS FOR TENDERS.

It is officially announced that the Government of Hongkong is prepared to consider applications for the grant of facilities to persons desirous of establishing and maintaining an efficient supply of electric current in and for the island of Cheung Chau.

Applications must reach the director of Public Works not later than March 1st. Particulars may be obtained from Mr. Creasy or from the District Officer, South.

LABOUR'S VICTORY.

NORWEGIAN GOVERNMENT RESIGNS.

Oslo, Jan. 20.
When Parliament re-opened to-day, the Government resigned owing to the sweeping Labour victory at the General Election in October last year.

Mr. Melbye, the Agrarian leader, has undertaken to form a Coalition Government.

FALL OF SWATOW REPORTED.

ARE COMMUNISTS IN CONTROL?

CHINESE REPORT OF BIG "RED" COUP.

SEVERE FIGHTING.

Following our report of Thursday, that Swatow narrowly escaped being attacked and captured by Communists, an alarming telegram reached a Hongkong vernacular paper yesterday to the effect that on Wednesday the "Ironside" troops under General Chang Kai-shek, supporting the Kuomintang Left Wing, had taken Swatow after a keen struggle with the Kwangsi soldiers in the city and its vicinity.

As the news lacks confirmation at the moment, and as the paper which published the news has been regarded as sympathetic to the Kuomintang Left Wing, the report should be received with some reserve.

The meagre report to hand suggests that the taking of Swatow by the "Ironsides" was to some extent due to the assistance of Communists who sided with them. If that is the case, then the suspicions that the "Ironsides" have recently been associating with "Reds" in the district are confirmed.

"Severe Battle."

The vernacular paper containing the report states that on Wednesday a severe battle between the main body of the "Ironsides" and the Kwangsi troops occurred on the upper course of the East River, lasting the whole day and night, while a large detachment of "Ironsides" assailed the districts in the vicinity of Swatow.

Practically all the higher officers of the two sides are said to have gone to the front personally to direct their troops, with the result that a good number of the Kwangsi officers were wounded.

General Reported Wounded.

Generals Chan Ming-shih, Chien Ta-chun and Chan Chan-tong are said to have directed their units, and it is added that General Chan Ming-shih was wounded, while the majority of the troops of Generals Chien Ta-chun and Chan Chan-tong were killed in battle.

In the first engagement, the main body of the Kwangsi troops is said to have retreated to Swatow and to have telegraphed to Canton for help. The victorious troops are later said to have pursued the Kwangsi units into Swatow, which was finally captured.

The same report claims that the "Ironsides" had received instructions from Marshal Chiang Kai-shek, from Nanking, to make war with the Kwangsi troops at Swatow. It should be noted that that though reports prevail that there may be a split between the Chiang Kai-shek faction and the Kwangsi Clique in the Kuomintang, the two sides still outwardly maintain a friendly attitude.

The report concludes by saying that Swatow is now quiet.

LEGISLATIVE COUNCIL.

SIR HENRY POLLOCK TO STAND AGAIN.

It is notified in the *Gazette* that the term of office of the Hon. Sir Henry Pollock, K.C., representative of His Majesty's Justices of the Peace upon the Legislative Council, expired on the 16th day of January, and that he has expressed his willingness to stand again.

In the event of another Justice of the Peace nominated, a meeting of the Justices other than Government Officials will be held at the Supreme Court on Monday, the 6th day of February, from noon to 1 p.m., for the purpose of electing a representative of the Justices upon the Legislative Council.

Justices of the Peace, who are not entitled to take part in these proceedings.

Every candidate must be nominated in writing by one Justice and seconded by another, and the nomination made not later than Monday, the 30th January.

Bulls and Inners

Form the Office Butts.

Suzanne has departed from Taipo for the Industrial Home, but this week we've had a striking example of a Sparkie plugging normal.

We notice that "Officers' Chargers" have been for sale recently. For those who do not know, these are the things on which the Army Heads are carried.

Sam Howdy and Mr. Jiggs were amongst those not present at the debate on the educative influence of the Press at the Y.M.C.A.

Judging by recent reports, the Canton commander's motto is to be "a loan I did it."

Three hundred U. S. Marines have sailed from Charleston for Nicaragua. Evidently Coolidge is determined to keep those rebels on the hop.

The British Treasury is going the right way about it in accepting the aid of a Penny.

In Shanghai quite a lot of ammunition appears to have been scattered by the Wayside.

"It seems generally agreed that the Ironsides are moving away from Canton," say a contemporary. If this sort of thing continues, Li Chai-sum ought to be back soon.

Looks as if most of China has been converted to confusionism.

It is reported that there is a split in the Canton Navy. Who cracked the ships up anyway?

"Mr. W. W. Hornell at Govt. Middle," says the *China Mail*. He wasn't stumped, anyhow.

A contemporary reports the arrival in Manila of the s.s. Praga from Hedwich Fischer. Looks as if we shall have to get a new atlas, after all.

According to an article in the *Telegraph*, there are four reasons why a child tells lies. This seems altogether too reasonable.

Colonel Easterwood, donor of a big prize for the Dallas-Hongkong flight, made his money out of chewing gum. This probably explains his desire that someone should rise to fame if he chews too.

"Hongkong Bank Cuts Big Melon," says a Manila paper in referring to the declaration of dividend. All the same, there's nothing watery about the stock.

The week's best worst pun: Her adenoids had annoyed her.

We are still patiently waiting for the story of the Hongkong huntman who shot at a Ford, thinking it was a deer.

Some of these Canton rascals would rob a sand bank.

America's latest hero: The man who called on Bill with an English tweed suit on.

Reader: Re your two jokes. One we have seen before, the other we don't see yet.

A stray bat from the belfry: Is a man who souks himself with beer correctly referred to as all sop?

With Pickle in the Derby, Mr. Heinz is prepared to lay 57 to 1 against.

"Spiro." If you are scant of breath, you must smoke a pipe with a short stem.

Evidently those who place their money on Holz Apparent will not be too presumptive.

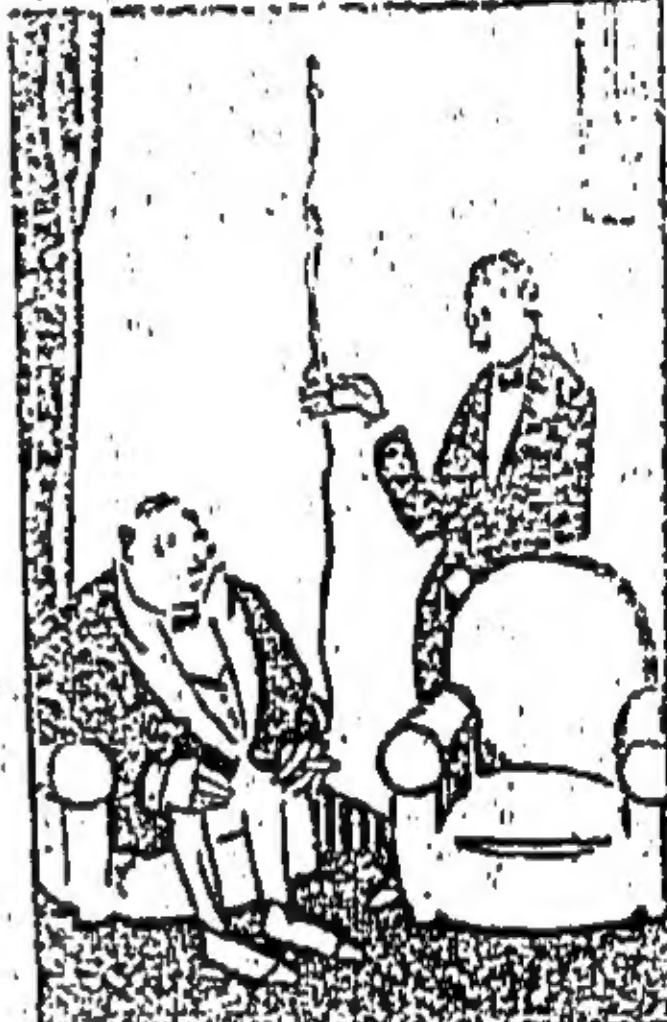
In a recent sermon, Christian humility was stated to be quite different to the cringing humility of the Mohammedan. Yet we seem to remember some reference to "miserable sinners" in the Litany.

In Kowloon, it is current that there won't be any on Monday.

The debater who stated that journeymen were charned out by weary reporters had a re-butter.

M. Meyrier has been appointed French Consul at Shanghai. Well, the more we are together, etc.

From the report that "The Manila all-star golf team will leave this city for the 1928 Interport matches to be staged over the Royal Hongkong Golf Club course on the President Lincoln," the Manila *Bulletin* seems to have explained why our golfers were all "at sea" during the last contest.



I saw the doctor call on you. I hope it was nothing serious! "It was! He called to collect his bill!"

These prize-givings remind us that a school is often a place from which education managers to escape.

An extra hundred thousand Chinese came into the Colony last year. Now we know why it's been so difficult to get our usual ration of melon seeds.

"General Lull in the North," says Shanghai heading. He's new to us.

Reporting the San Nam Ho piracy, the *China Mail* referred to the "single-handed fight waged by Captain N. H. Sparke... conspicuously assisted by the Chief Engineer."

In the previous affair the captain of the West River boat was able to Weatherall the pirates' efforts. This time they again found they had a live Sparke to deal with.

Appropriately enough, a Byrd intends flying to the South Pole.

According to a contemporary, the new Navy Bill a "wicket affront" to foreign nations. In other words, its sponsors ought to be bowled out.

Another stray bat from the belfry: "Can an Indian curry favour, with a puff?"

"Literary." The story you enquire about is based on an old Czech folk-tale. A peasant-girl was working in the fields one day when a prince rode by on his horse. He raised his hat and she smiled back, only to discover that he was about to scratch his head.

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CANTON'S REIGN OF TERROR

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havoc now on sale at

MEE CHEUNG

Studio, Ice House St.

Branch 7, Beaconsfield Arcade,

CANTON OFFICIALS IN COURT.

ACCUSED OF THEFT OF FUNDS.

Wong Chung-chu, a former Finance Commissioner of Canton, who held office during the "Ironside" regime, and Choy Shiu-un, who during Wong's commissionership was manager of the Central Bank of China, were arraigned before Mr. R. E. Lindsell yesterday, in connexion with alleged thefts of huge sums of money from the Central Bank of China.

Mr. H. G. Sheldon, instructed by the Hon. Mr. W. E. L. Shenton, of Messrs. Deacons, prosecuted, whilst the defence was in the hands of Mr. Eldon Potter, K.C., and Mr. F. C. Jenkin, instructed by Mr. M. K. Lo, of Messrs. Lo and Lo.

At the commencement of yesterday's hearing, Mr. Sheldon indicated to his Worship that the Crown had taken charge of the proceedings, and that it was for the Crown that he, Mr. Sheldon, was prosecuting. He asked for an adjournment, as he explained that a requisition from the Government of Canton, which he expected, had been delayed.

Mr. Eldon Potter submitted that an adjournment should only be made on terms of greatly reduced bail. He said that the case was taking an exceptional course, pointing out that the two defendants had been arrested as long ago as January 5 and he understood from Mr. Jenkin that the case would definitely be proceeded with yesterday. He said his Worship would be surprised to hear that the defence, so far, had not had a copy of the charges, although they had pressed for a copy in order to prepare their defence. The defence had written to Messrs. Deacons and had received a reply which did not include the charges. "We have had not a shred of any kind, not even informal information."

Continuing, Mr. Potter ventured to suggest that there had never been a case before the Court where similar procedure was adopted, and he added that it was not only against the principles of British justice but also against the principles of any Court of Justice to detain these men without formulating some sort of charge.

Unfair Bail.

It was unfair, said Mr. Potter, to ask his clients to produce the very substantial sum of \$50,000 each, under the circumstances.

In regard to the detention of the two defendants, Mr. Eldon Potter intimated that if they were legally detained, it must be under Section 8 of the Provisional Ordinance.

Mr. Potter asked his Worship, as a matter of right, to show the defence, there and then, the information which led to the issue of the warrant for the apprehension of the defendants. He said that, the case being one of extradition, he was entitled to that right. He also claimed that he was entitled to every document which came into existence, every statement made, which justified or purported to justify the arrest of his clients, in order to apply for the release of the defendants at a higher court, if he saw fit to do so.

Another point, Mr. Potter said, occurred to him under the amended definition of "Fugitive Criminal." He said that the law specified "any national of China accused of an extradition crime." Mr. Potter contended that the onus was on the Crown to prove that the men were fugitive criminals, and therefore it was necessary to prove that they were "nationals" of China. Mr. Potter argued that since China was a republic, her citizens were referred to as "nationals" and not as "subjects."

Mr. Potter then proceeded to state that the second accused was a British born subject, and not only that, but his father was also a British subject, and if that was the case, the extradition proceedings must fail as a matter of course. He did not ask his Worship to adjudicate on that point at once, but he added that sooner or later it was bound to crop up, and had to be dealt with.

Birth Certificate.

At this stage Mr. Potter handed his Worship two documents, which he stated, were the birth certificates of the second defendant and of his father. The birth certificates showed that the second defendant's family had been connected with the Colony, for the past seventy years, his father's birth being in 1859 in Hongkong.

The birth certificate which purported to be that of the second accused bore the name of Chiu Kin-shing, which, Mr. Potter explained, was the milk-name of the second defendant. Mr. Potter produced two receipts from the Bank of East Asia for certain deposits made there by the second defendant, which were made out in his milk-name and which, said Mr. Potter, bore interesting corroboration to the genuineness of the birth certificate.

"If his Worship accepted the birth certificate of the second defendant, Mr. Potter enquired what right had the Crown to ask for bail at all in the case of the second defendant. 'Is it not utterly unfair that he, or somebody on his behalf, should be put to the inconvenience of finding \$50,000, in order that he may regain his liberty?' asked Mr. Potter.

Continuing, Mr. Potter said that the second man was a British subject in the fullest sense of the term, and as no charge had been formulated against him, to say that he should be remanded was an intolerable position, not consistent with British justice.

With regard to the first accused, Mr. Potter asked that his bail should be reduced materially, because to date, the defence did not know the charges formulated against him.

At this stage Mr. Lindsell sent the Court usher for the original information on which the warrant was issued, but owing to the second Magistrate being away this was not obtainable.

The Information.

Mr. Potter: I am wondering in my own mind whether there are any facts to put before your Worship that these men were fugitives at all.

Mr. Lindsell: The information was sworn by the Commissioner of Public Safety at Canton, charging the defendants with larceny of public funds.

Mr. Potter: The whole matter reeks with politics from beginning to end. If this case ever goes on, I shall ask your Worship to make some very strong comment about these sworn declarations made by the Chinese Government.

Continuing, Mr. Potter said that his Worship's only right to regard the men as "fugitive criminals" would be if his Worship was satisfied that there were circumstances which justified their detention.

Mr. Lindsell remarked that the information he had received was supported by certain documents purporting to emanate from the present Government of Canton, stating that warrants had been issued for the defendants' arrest in Canton.

Mr. Potter pointed out that the mere fact that warrants for their arrest in Canton had been issued did not make them nationals of China.

His Worship: A national is the same as a subject. We speak of French subjects, although France is a republic.

Mr. Potter said that the Ordinance would be ultra vires if national was intended to mean subject, and added that the Crown could not read the word "subject" into the Ordinance as it stood. "The Crown can't have it both ways."

A Missing Letter.

Concluding, Mr. Potter said that if, in effect, there was no evidence before his Worship on which it could be said that these men were criminals, then they could not say that the men were fugitives. He said that the defendants had shown not the slightest signs that they intended to flee, and mentioned that between the last adjournment and yesterday they had spent a good deal of time in Mr. Jenkin's chambers. He saw no real ground for granting an adjournment.

Mr. Sheldon informed his Worship that Messrs. Deacons had written to Messrs. Lo and Lo giving them particulars of the rough charges.

Mr. Potter: The letter has not been received. It is amazing. If it is sent by chit book, it should have been received. Most amazing!

Mr. Sheldon repeated that the letter had been sent and that it embraced the rough charges.

Mr. Potter said that there was nothing to prevent the prosecution from proceeding with the charges. Dealing with the second defendant, Mr. Potter said that his arrest was similar to the arrest of any man in Hongkong, and he was entitled to know what the charges were against him.

Mr. Potter further contended that the requisition was not necessary for the prosecution to proceed with the case. He also pointed out that Canton was only a few hours' journey from Hongkong and that the requisition had taken a long time in coming. He asked his Worship to reduce the bail of both men substantially.

The Charges.

Mr. Sheldon expressed regret to his Worship at not being able to proceed with the case. He said that the rough charges were sent to Messrs. Lo and Lo, and, at Mr. Lindsell's request, he read the charges out to the court. They were:

1. "That on December 27, the second fugitive stole from the funds of the Central Bank of China, \$10,000.

2. "On December 28, he stole \$185,000 being the funds of the same bank.

3. "That sums of \$10,000 and \$185,000 were taken from the funds of the Central Bank for the false purpose of payment of debt consolidation.

4. "On December 28, the first defendant stole \$15,000 for the expenses of the Department of Finance. On the same date, he stole \$10,000 for the same purpose.

5. On December 28 he stole \$3,000 supposed to be for the Bureau of Public Debts.

6. On December 28 he paid \$17,000 in favour of Loo Kai-ki, a fictitious name, no such person, in fact, existing.

7. On December 28, he paid \$33,794 in favour of Lam Kai, also a fictitious personality.

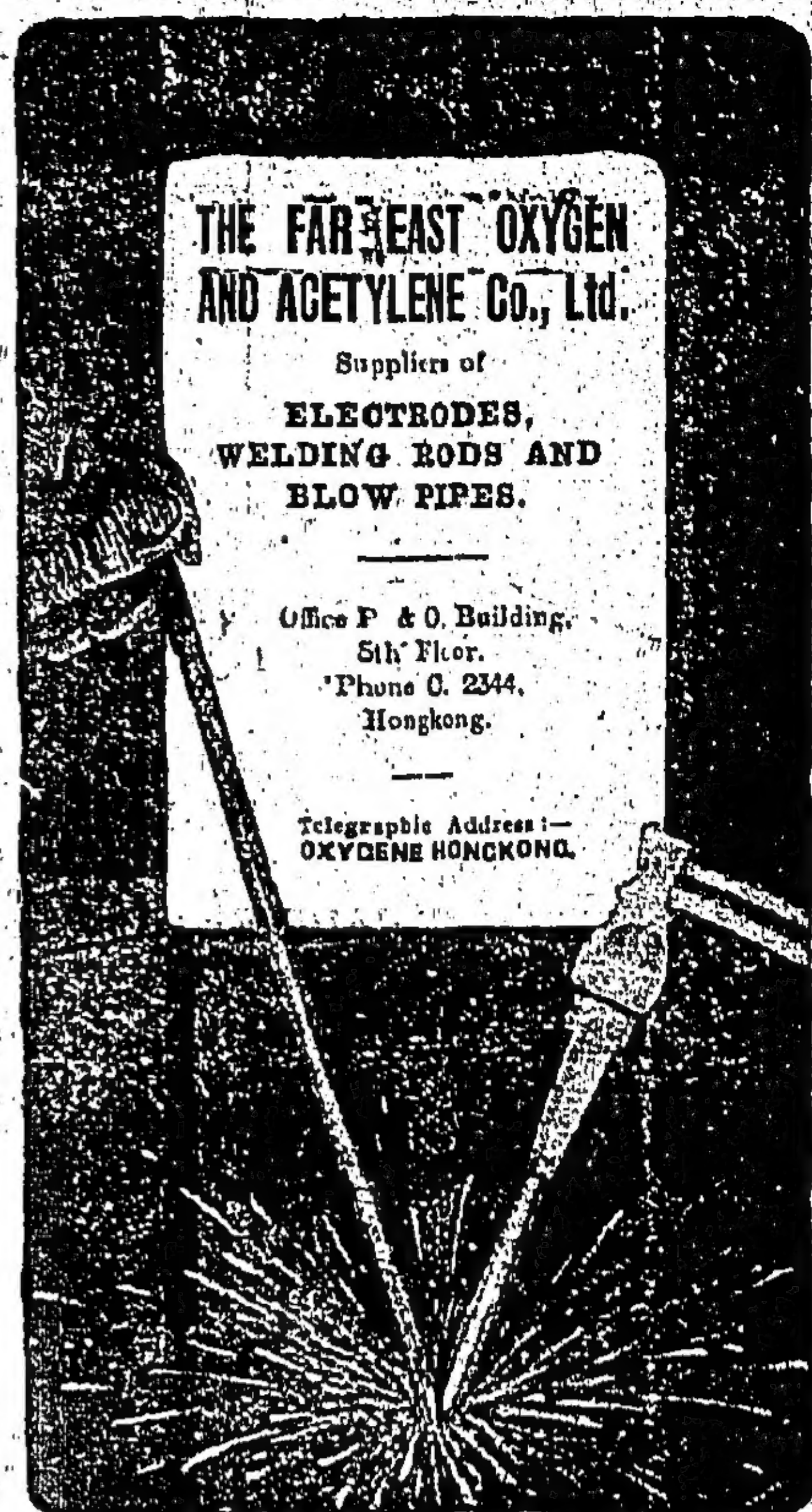
Mr. Sheldon added that the third, fourth, fifth, sixth and seventh charges did not concern the second defendant.

Continuing, Mr. Sheldon said that on December 28 both fugitives stole 208 boxes of subsidiary coins valued at \$830,000 from the funds of the Central Bank. Of this sum \$101,683.38 was sent to the Tak Wing Bank of Hongkong by the direction of the fugitives.

Mr. Sheldon said that he did not wish to embarrass the second defendant, and since the production of the papers relative to his birth, he left the matter of bail to his Worship.

Mr. Lindsell remarked that he would hear the case on January 26 at 11 a.m. Bail was granted at \$50,000 to the first defendant, and \$5,000 to the second. Mr. Potter informed his Worship that the money had to be borrowed from friends and interest had to be paid.

An application from Mr. Potter that a sum of about \$2,000 odd found on the second defendant at the time of his arrest, be returned. The application was granted.



Choose Glaxo for your Baby

Your Baby's future health depends on your choice of his food. You must choose the food you know is best, for you dare not endanger your Baby's progress by experimenting.

Be guided by the experience of the great number of doctors, nurses and mothers who choose rightly by choosing the best food they know—Glaxo.

Choose Glaxo for your Baby now! And be free for ever from any anxiety as to Baby's steady progress towards healthy, strong-limbed merry-hearted childhood. Ask your Doctor!

Glaxo

The Vitamin Milk-Food

"Builds Bonnie Babies"

When Baby is 6 months old

or when he cuts his first tooth, add a little Glaxo Malted Food to his Glaxo. This will provide the best means of accustoming Baby, gradually and naturally to taking more solid food. Obtainable where you buy Glaxo.



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PHONE—CENTRAL No. 1116.

{ Wing Woo Street
TEL 25 Central

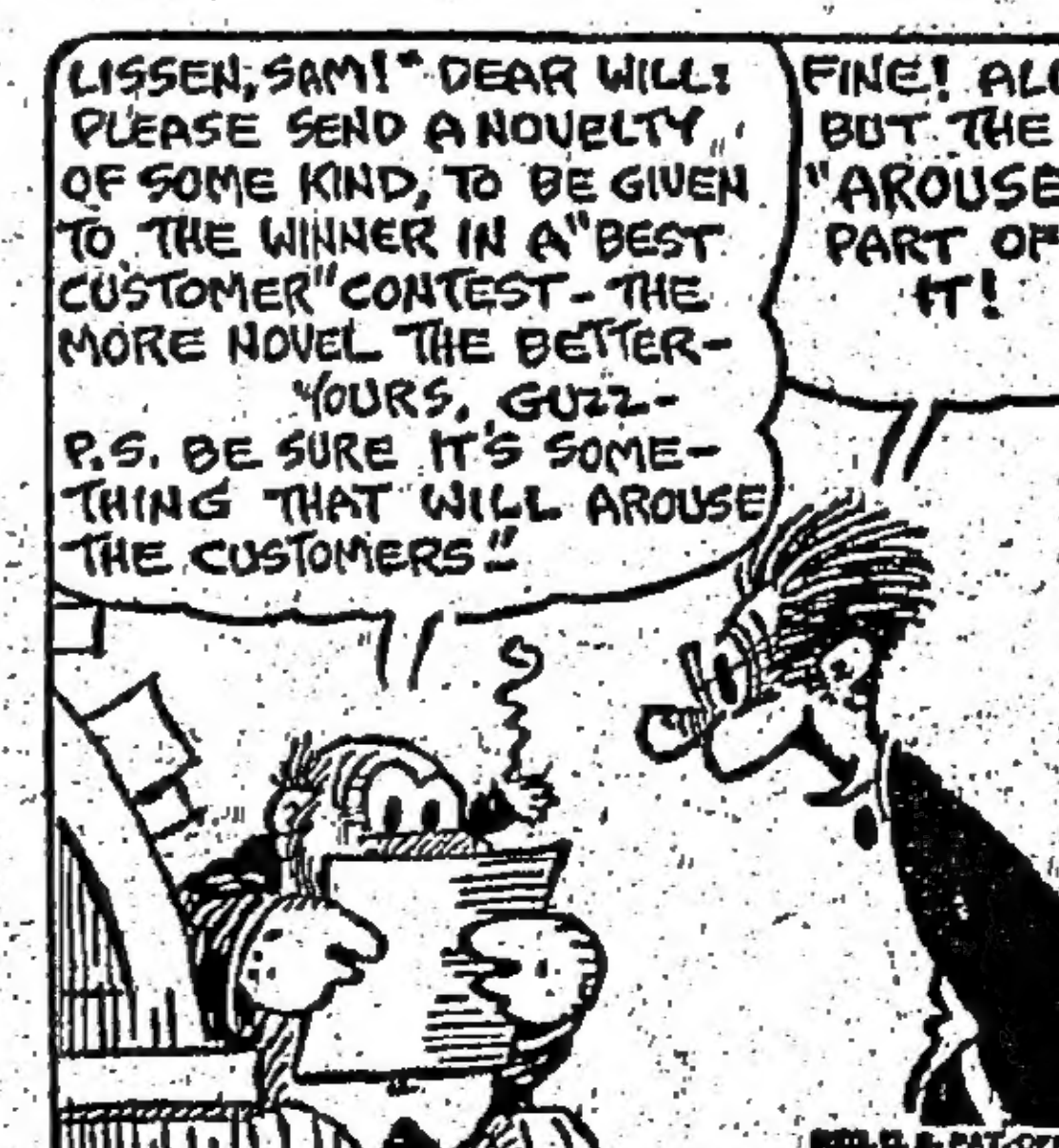
Avoid colds

By taking SCOTT'S Emulsion which promotes the strength to resist coughs, chills, colds, influenza and all bronchial affections. Ask for



SCOTT'S Emulsion
The protector of life

SALESMAN SAM



Sam's Right

By Small



The bridal group at the wedding of Mr. L. J. Civo and Miss G. M. Hughes, at St. Andrew's Church, Kowloon, on Saturday last. (Photo: Mee Cheung).



Capt. N. H. Sparke, master of the s.s. San Nam Hoi, who, together with Mr. Houghton, successfully defended the bridge during last Tuesday's piratical attack. (Photo: Lee Fong).



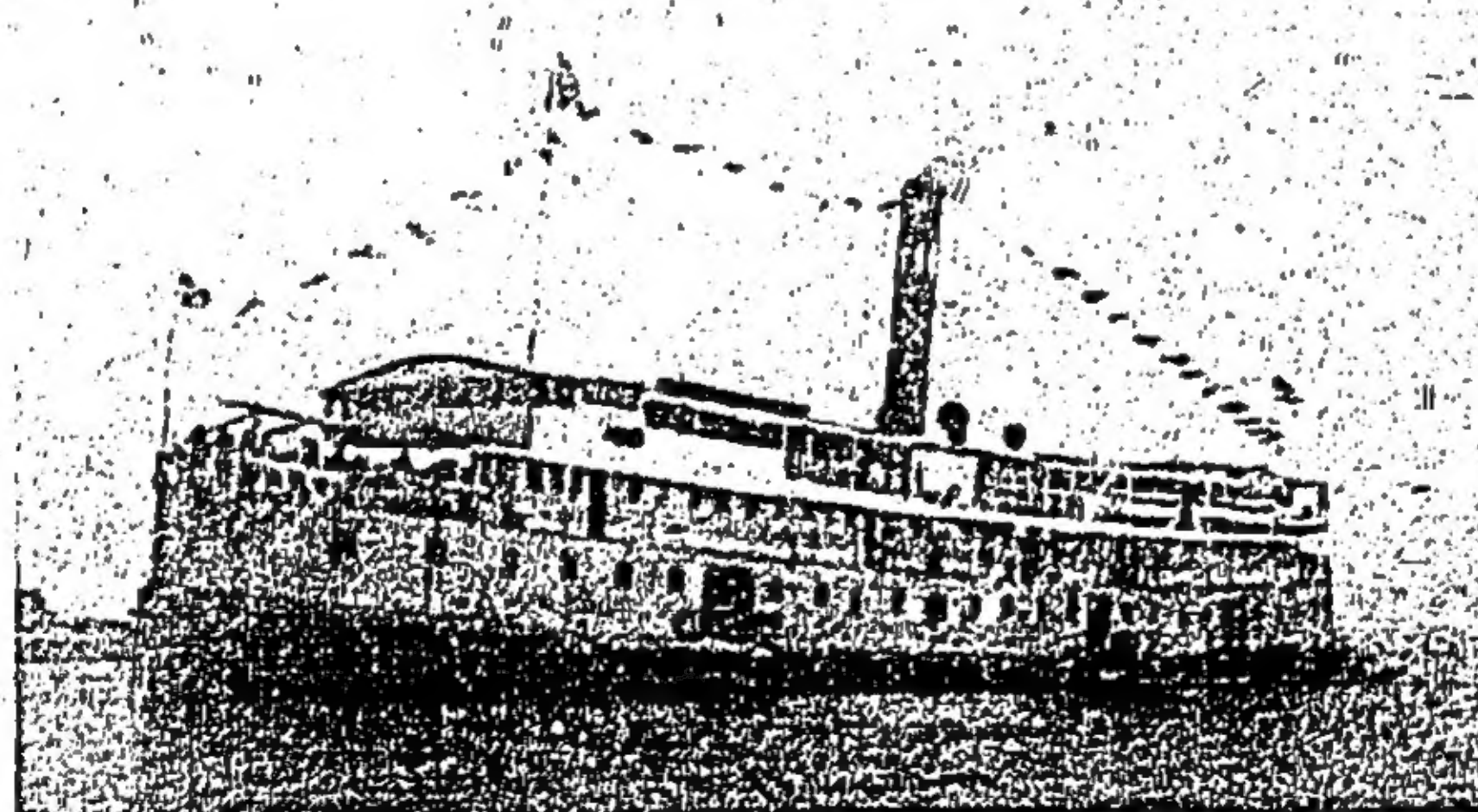
Cutting the cake after the christening at St. Paul's Cathedral of the young son of Mr. and Mrs. Fai Ma, formerly of Hongkong. Taken at the Mecca Cafe, London, this photo shows the parents and Sir Albert Spicer.



H. E. the Governor, with Mr. A. H. Crook, headmaster of Queen's College, photographed on the occasion of the annual prize-giving. (Photo: Yim Fong).



Mr. M. F. Houghton, Chief Engineer of the s.s. San Nam Hoi, who figured prominently in the defence of vessel. (Photo: Lee Fong).



Above is seen the s.s. San Nam Hoi, aboard which a piratical attempt was made on Tuesday last. The picture was taken during the Christmas holidays.



The above photographs were taken at Tai Lam, near Castle Peak, during the recent camp of the Artillery Co., H. K. V. D. C. On the left howitzers are seen at target practice, while on the right is a general view of the district and scene of operations. (Photos: Ming Yuen).

Fore!

See
Special Display
of
Golf-wear
at

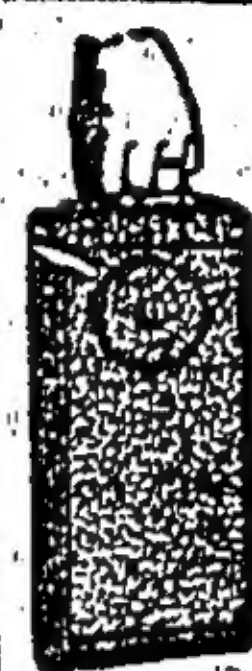


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All Metal, Camera Shaped,
WONDERFUL TONE
NO METALIC SOUND

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Cash \$25.00



(Open)

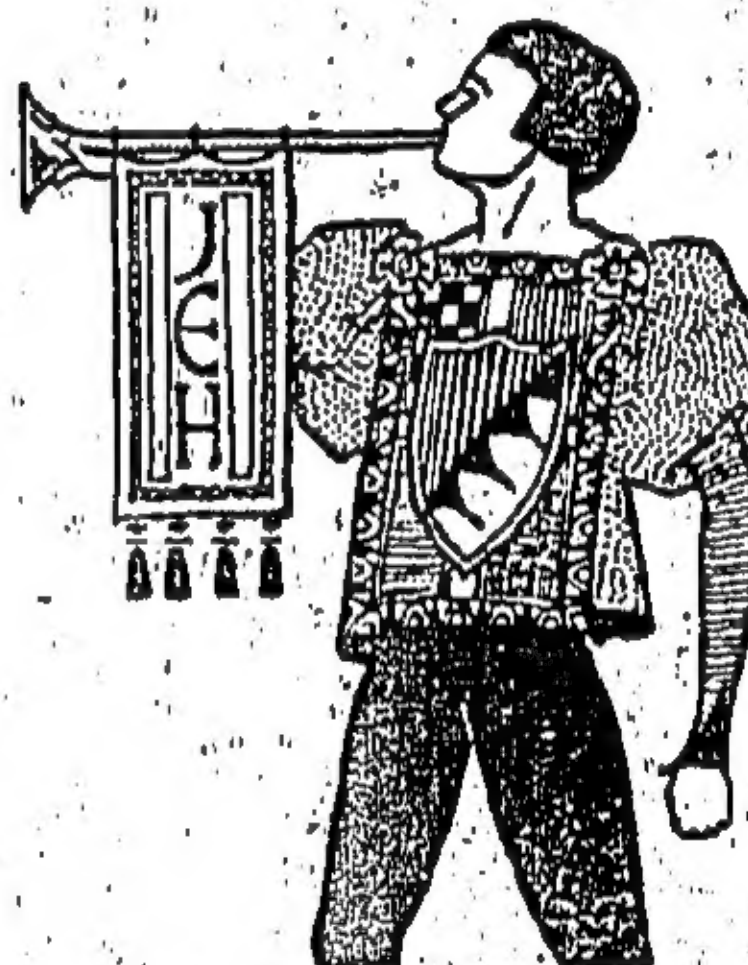
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The International Dry Cleaning
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SALE NOW ON

A SPECIAL BARGAIN
IN DRESS GOODS

Woollen Dress Material
in various colours, weights, etc.
40 inches wide.

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PRICE **\$1.00 per yard.**

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Profitable Investment.

Judicious Advertising is one of the most profitable investments associated with successful Business Enterprise.

Advertise in
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and secure the co-operation of its readers in buying your goods.

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25 WORDS FOR \$1.00
(\$1.50 if not prepaid)

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1456, 1462, 1453, 1512, 1516,
5, 26, 32, 33, 72, 80, 88,
101, 102, 161, 168, 174, 191,
194, 203, 210, 216, 235, 248
259, 265, 267, 271, 272, 279
284, 287, 295, 300, 301, 305
306

BOARD RESIDENCE.

FAMILY HOTEL.—Victoria Gardens. Quiet apartments and suites of rooms. Full board from \$95, \$110, \$130 monthly. Large commodious rooms. Also daily rates; five minutes from ferry, next new Hotel, Hunkow Road, Kowloon, Tel. K357.

FOR SALE.

FOR SALE.—Morris Oxford 5-seater CAR, (old pattern radiator), gasoline filter and usual gadgets. Five balloon tyres in excellent condition. Car runs and looks like new, \$1,500. Garage on lower levels may be arranged for. Apply Box No. 308, care of "Hongkong Telegraph," or Phone No. C1234.

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IMMEDIATE POSSESSION—Second Floor of
WHITEWAYS BUILDING.

Moderate Rental, all conveniences, lease if desired.
APPLY—Manager.
Whiteaway, Laidlaw & Co., Ltd.

PREMISES TO LET.

TO LET.—One European FLAT Wanchai Gap Road, Hongkong. Apply to 32, Kennedy Road.

TO LET.—Office Rooms 2nd Floor, New Hongkong Bank Building. Apply Sang Kee, same building.

TO LET.—Furnished Flat 1st May for 8 or 9 months. Suitable family or bachelors, 5 minutes from University Bus, Mid-level, Moderate Rent.

COMMODOUS OFFICES to let in No. 7, Queen's Road Central, also two small offices in 1A, Chater Road. Apply E. D. Sassoon and Company, Ltd.



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Exchange Bldgs, Tel. C.673

NEW ADVERTISEMENTS

ST. STEPHEN'S COLLEGE.
PROSPECT PLACE,
BONHAM ROAD.

School will reopen Feb. 8th. Examination for New Students, Tuesday, February 7th at 9.30 a.m. For Prospectus, for Boarders and Day-boys, apply

ST. STEPHEN'S COLLEGE,
Prospect Place.

UNION WATERBOAT CO., LTD.
NOTICE TO SHAREHOLDERS.

The Twenty Third Annual General Meeting of Shareholders will be held in the Offices of Messrs Dodwell and Company, Limited, on Tuesday, the 7th February, 1928, at 11 a.m. for the purpose of receiving the report of the General Managers together with a statement of Accounts to 31st December, 1927. The Transfer Books of the Company will be closed from the 30th January to 7th February, 1928, both dates inclusive.

DODWELL & CO., LTD.
General Managers.

NOTICE.

THE CHINA LIGHT & POWER CO. (1918), LTD. beg to notify their Consumers that owing to alterations in the Generating Station, the supply of electricity will not be available between the hours of 9 a.m. and 4 p.m. on Monday, the 23rd January.

SHEWAN TOMES & CO.
General Managers.

BANK HOLIDAY.

In Accordance with Ordinance No. 5 of 1912, the Exchange Banks will be CLOSED for the Transaction of Public Business on MONDAY, and TUESDAY, the 23rd and 24th instant.
Hongkong, 18th January, 1928.

FANLING HUNT

STEEPLECHASES.

SATURDAY, 21st at 3 p.m.

Admission to Public Enclosure \$1.00. Ladies Free.
Admission to Subscriber's Enclosure on production of badge only.

Subscribers can introduce Two Ladies Free and Two Non-members at \$5.00 each.

Cars parked on Racecourse \$5.00 each. Free parking arranged off the course.

Tickets obtainable from Dr. F. Pierce Grove, Alexander Buildings.
Special trains Return fare 1st Class \$1.50 2nd Class 90 cents.
Trains leave Kowloon 2.00 p.m. Return 6.00 p.m.

To Kowloon Motorists.

MOTOR GARAGES CHATHAM ROAD, KOWLOON.

The rent of a Private lock-up garage 10'0" x 18'0" is \$22.00 per month including light and water.

In the Main Garage 50'0" x 25'0" the charges vary from \$15.00 to \$20.00 per month according to size of vehicle.

Enquiries to

The Secretary,

HONGKONG ENGINEERING & CONSTRUCTION CO., LTD.
St. George's Building, Hongkong.

TELEPHONE CENTRAL 4581.
(two lines)

Hat Renovating Company

Kowloon Hotel Building.
Hat Cleaners, Dyers, etc.

"A PENNY SAVED IS A PENNY EARNED"

We have started business to save you money.

Instead of throwing away your old hat, our expert Filipino hat renovator who was specially engaged from Manila will renovate it for you at a moderate charge.

Kowloon Hairdressing Saloon

Kowloon Hotel Building.
LADIES AND GENTLEMEN'S BEAUTY PARLOUR

We employ Filipino Barbers who are experts in their profession.

CHURCH NOTICES.

Third Sunday After Epiphany.

TO-MORROW'S SERVICES.

St. John's Cathedral, Hongkong, January 22nd, 1928. Third Sunday after Epiphany. Holy Communion, 8 a.m. Matins, 11 a.m. Preacher: Rev. W. R. Cannell. Evensong, 6 p.m. Preacher: The Dean. A Social Gathering will be held in the Cathedral Hall after Evensong. Cordial Welcome extended to all.

First Church of Christ Scientist, Macdonnell Road, below Bowen Road Tram Station. Sunday Service, 11.15 a.m. Subject, "Truth." Wednesday Evening Meeting at 5.30 p.m. Reading Room at above address, open Tuesday and Friday, 10 a.m. to 12 noon, Monday and Thursday, 5 to 7 p.m. The Public is cordially invited to attend the services and visit the Reading Room. Branch of The Mother Church, The First Church of Christ, Scientist, in Boston, Mass. U.S.A.

Seventh Day Adventist Hall—7, Duddell Street (first floor) Rutton Buildings. Sunday, January 22nd, at 8.30 p.m., sermon given by Pastor L. H. Evans, of Shanghai, "Justification by Faith." Everybody welcome.

LA SALLE EXTENSION UNIVERSITY.

World's Largest Business Training Institution.

Specialised Training in ACCOUNTANCY, C.P.A. BUSINESS MANAGEMENT LAW, LL.B. ENGLISH.

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KOWLOON HOTEL.

CHINESE NEW YEAR'S FESTIVAL.

SATURDAY
21st, JANUARY 1928.

SPECIAL DINNER DANCE
8 P. M. to 12 midnight.

TABLE RESERVATIONS MAY NOW BE MADE.

Phone:—K608 & K609.

LAMMERT'S AUCTIONS

PUBLIC AUCTION.

The Undersigned have received instructions from Mrs. G. A. V. Hughes to sell by Public Auction,

on MONDAY,

the 30th January, 1928,

commencing at 2.45 p.m.

At her residence, No. 7, Humphreys Buildings, Kowloon.

The Whole of her Valuable

Household Furniture,

comprising:—

Chesterfield couch and Arm-chairs, Tables, Curtains Oilpaintings, Pictures, Hatstand, Fire-screens, Ornaments, &c.

Extension dining table, Teak sideboard with bevelled mirror, Dinner waggon, Glassware, Crockery, &c.

Teak Bedstead, Brass mounted twin bedsteads, Double and single Teak wardrobes with bevelled mirrors, Dressing tables with bevelled mirrors, Oscillating table fan, &c., &c.

Pantry and Kitchen requisites.

also

One Fine carpet.

One Cottage Piano by "Hornung & Moller."

One "Silvertone" Talking machine.

and

A Quantity of Blackwoodware.

On View on Day of Sale from 10 a.m.

Terms:—Cash on Delivery.

LAMMERT BROS.,

Auctioneers.

MISS SIGGINS, C.S.M.M.G.

(Chartered Society of Massage and Medical Gymnastics

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Massage. Medical Electricity. Remedial Exercises.

Apply Helena May Institute.

CHINESE HERBALIST FROM AMERICA.

Starts Herb Institution in Hongkong.

OVER 25 YEARS' EXPERIENCE IN U.S.A.

Mr. Yee Foo Lun has just come to Hongkong from America bringing with him thousands of testimonials from people who took his herb treatment during his residence in America. There he has proved the curing powers of the Chinese Herbs to be more effective than other methods.

He is now occupying a suite of rooms in No. 62, Queen's Road Central (1st floor), just over Edward Dispensary, and is already receiving a number of callers to whom he is well known. The actual date of opening, will be announced later, as his establishment is not yet completely equipped for receiving patients.



Cancer Attributed to the Cockroach!

THIS startling claim was made by a number of the world's foremost authorities after a great many years of research.

The cockroach, we are told, by defiling food with its dirt and filth, spreads the dreaded germ of cancer.

As the tireless energy of man has traced the cancer germ from its inception, so man's ingenuity has also discovered the way for destroying the loathsome cockroach.

Flit spray clears the house in a few minutes of disease bearing flies, mosquitoes, bed bugs, cockroaches, ants, moths, fleas and silverfish. It searches out the cracks where insects hide, and breed, destroying their eggs. Flit spray kills moths and their larvae which eat fabrics. Flit is clean and easy to use, death to insects but harmless to mankind. It is economy to use Flit and avoid disease. For sale everywhere.

Sole Agents for China: **MUSTARD & Co., Ltd.**

INCORPORATED UNDER THE COMPANIES ORDINANCES OF HONGKONG.

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Many Other Household Insects and Their Eggs

Manufactured by: **STANDARD OIL CO. (New Jersey)**

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4, Duddell Street.
If you have anything you would like to sell, exchange or advertise send it to the CHINA AUCTION ROOM.

E. V. M. R. de SOUSA.

CONSIGNEES' NOTICE.

THE NORWEGIAN AFRICA AND AUSTRALIA LINE.

Motor Ship,

"THALATTA"

The above vessel having arrived from Norway via ports on 21st January consignees of cargo are hereby notified that all goods are being landed at their risk into the non-hazardous, hazardous and/or extra hazardous godowns of the China Provision Loan and Mortgage Co., Ltd., West Point, whence delivery may be obtained. Goods not cleared by the 28th January will be subject to rent. All broken, chafed and damaged packages are to be left in the godown where they will be examined on the 27th January at 10 a.m.

No claims will be admitted unless notified and/or application for survey made in writing within seven days after landing of the goods, or in any case before the goods are taken delivery of.

Claims will not be recoverable unless complete accounts are sent in within fourteen days of final discharge of vessel.

No fire insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by—

THORESEN & CO., LTD.,
Agents,
Hongkong, 21st January, 1928.

Warsaw, Dec. 22.

A valuable collection of old masters and of relics relating to Polish and Australian history has been destroyed in a great fire at Dzikow Castle, near Cracow. Nine persons were burned to death doing rescue work, including Freyer, one of the most prominent of Polish athletes, and fifteen people were badly injured.

POST OFFICE NOTICE

CHINESE NEW YEAR HOLIDAYS.

On Monday, the 23rd inst., the G.P.O. and Branch Post Offices will be entirely closed; and on Tuesday, the 24th inst., the G.P.O. will be open from 8 a.m. to noon and the Branch Post Offices from 8 a.m. to 9 a.m.

On Tuesday, the 24th inst., there will be one collection from the pillar-boxes, and one delivery of ordinary correspondence as on Sundays, and also one delivery of registered correspondence from the G.P.O. at 9 a.m.

The Money Order Office will be entirely closed during the holidays.

Registered and Parcel Mails are closed 15 minutes earlier than the times given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m., registered and parcel mails are closed at 5 p.m. on the previous day.

Postable articles forwarded by letter post to Great Britain are liable to confiscation by the Customs. Such articles should be forwarded by parcel post only.

Letters and postcards for Europe and the British Isles are forwarded via Siberia if so superscribed.

It is notified for information that Feather Fans and Broches cannot be sent by post to Great Britain. They are prohibited by the Plumage (Prohibition) Act of 1921.

RADIO NOTICES

Holders of Wireless Receiving Station Licences are reminded that their Licences for the year 1928 are due for renewal before the 15th inst. Fee \$5.00 per annum.

Radio Telegraph Services are now in operation with the following:—Ships at sea, Europe, American Continents, Hawaiian Islands, Dutch East Indies, Dutch Borneo, Philippine Islands, French Indo China, French of Yunnan, Canton, Swatow, Krongchow, Fort Bayard, Tchokan, Hoihow, Amoy, &c.

TELEGRAPHIC ADDRESSES.

Persons and firms having correspondents in the places named above should, in order to avoid delay to telegrams received by radio, register their telegraphic addresses immediately.

Rates and further particulars on application to the Radio Counter, 1st Floor, Government Building.

Radio telegrams are now accepted at the Radio Counter 1st floor Government Building for transmission via Hand to Bangkok and all parts of Siam at the rate of 80 cents (\$0.80) per word.

Commencing Wednesday, Jan. 24th, radio telegrams will be accepted at the Radio Counter, 1st Floor Government Building, for transmission to all offices in British North Borneo at the rate of 40 cents per word.

INWARD MAILS.

From Per Due.
Straits, Ceylon, India, Mauritius, E. and S. Africa, Egypt and Europe via Marseilles January 21.
Sinking January 21.

Europe via Suez (Letters and papers London 22nd December, 1927 and parcels 15th December, 1927) January 22.

Manila Pres. Lincoln January 23.

Straits Atsuta Maru January 23.

U.S.A., Canada, Japan and Shanghai Pres. Cleveland January 23.

Shanghai and Amoy Nanning January 23.

Shanghai Antenor January 24.

Manila Empress of Canada January 24.

U.S.A., Honolulu Japan and Shanghai Tokyo Maru January 24.

Japan and Shanghai Haruna Maru January 27.

OUTWARD MAILS.

For Per Date
Hoihow City of Bedford Sat., Jan. 21, 1.30 p.m.

Amoy Takada Sat., Jan. 21, 5 p.m.

Pakhoi Limchow Sat., Jan. 21, 5 p.m.

Saloon Halvard Sat., Jan. 21, 5 p.m.

Manila Pres. Cleveland Sun, Jan. 22, 9 a.m.

Swatow, Amoy and Formosa Kajo Maru Sun, Jan. 22, 9 a.m.

Halphong Song Bo Sun, Jan. 22, 9 a.m.

Shanghai, Japan and Europe via Siberia Khyber Sun, Jan. 22, 9 a.m.

Shanghai Atsuta Maru Tues., Jan. 24, 9 a.m.

Swatow Yat Shing Tues., Jan. 24, 9 a.m.

*Shanghai, *Japan, *Canada, *U.S.A., *C. and *S. America and *Europe via Victoria, B.C. Pres. Lincoln Tues., Jan. 24.

Shanghai, Japan, Canada, U.S.A., C. and S. America and *Europe via Vancouver, B.C., and Europe via Siberia Emp. of Asia Wed., Jan. 25.

Parcels 9 a.m.

Letters 9.15 a.m.

(Due Vancouver, B.C. 12th February).

Straits, Ceylon, India, Mauritius, E. and S. Africa, Egypt and Europe via Marseilles Antenor Wed., Jan. 25.

K.P.O. 9 a.m.

Letters 10 a.m.

G.P.O. 9.45 a.m.

Letters 10.30 a.m.

(Due Marseilles 22nd February).

Java via Batavia Tijmarooc Wed., Jan. 25, 1.30 p.m.

Sandakan Suisang Wed., Jan. 25, 1.30 p.m.

Bangkok Kaying Wed., Jan. 25, 3.30 p.m.

Swatow, Amoy and Formosa Deli Maru Thurs., Jan. 26, 8.30 a.m.

Swatow Hydrangea Thurs., Jan. 26, 2.30 p.m.

Shanghai Linan Thurs., Jan. 26, 5 p.m.

Manila, Sandakan, Australia and New Zealand via Thursday Island Arafura Fri., Jan. 27.

Parcels Jan. 26, 5 p.m.

Registration Jan. 26, 5 p.m.

Letters Jan. 27, 8.30 a.m.

Swatow, Amoy and Foochow Haining Fri., Jan. 27, 1 p.m.

Straits, Ceylon, India, Mauritius, E. and S. Africa, Aden, Egypt and Europe via Marseilles Haruna Maru Sat., Jan. 28.

K.P.O. 4.15 p.m.

Registration 27th 4.30 p.m.

Letters 28th 9 a.m.

G.P.O. 9.30 a.m.

(Due Marseilles 26th February).

Hoihow, Pakhoi and Halphong Nanning Sat., Jan. 28, 10.30 a.m.

Sandakan Hinsang Sat., Jan. 28, 1.30 p.m.

ART SMITH
and
GREATER MUSIC

HONGKONG HOTEL

CHINESE NEW YEAR'S EVE

CARNIVAL

SATURDAY, 21st JANUARY 1928.

(CHINESE, FANCY or EVENING DRESS)

DINNER \$4.00 per head.

Table Reservations should now be made.

THE HONGKONG & SHANGHAI HOTELS, LTD.

PURCHASE

BEFORE

Our Chinese New Year
HOLIDAYS

(JANUARY 23rd -- 26th INCLUSIVE)

AND

Be Always Kept Supplied

with

SINCERE'S VALUES.

Provisions, Groceries, Wines, Candies, Cigars
and Cigarettes, and all Other Things.

THE SINCERE CO., LTD.

"THE HONGKONG EMPORIUM"



Discriminating Men Choose
CASCADE

—a distinctive delicate flavour
—pure malt and hops
—free from chemicals
—an Empire product

Just a little better than ordinary
beers and no substitution of quality
for price.

"The Beer without a Peer"

P. T. FARRELL

Consulting Engineer & Manufacturers' Representative.

Agencies for:—

Bollard's Crude Oil Engines Marine,
Stationary and Lighting.

"WYANDOTTE" Boiler Cleaner and Cleanser.
King's Building, Top Floor.

Telephone Central 4422. Telegraphic Address "FARSEEING"

"RICKSHAW" BRAND
CEYLON TEA

Cheapest and Best.

From all leading Comprodorors.
PRICE \$1.00 PER LB.

Be Guided by the Quality—Not the Price.

CHINESE OATH IN COURT.

"MAY I BE BLOWN OUT LIKE
CANDLE."

THE LOTTERY OF LIFE.

There was a Chinese atmosphere about the King's Bench Division, London, recently.

The plaintiff was a Chinese, who has been 19 years in Britain, but who still speaks only broken English. Defendant was a Chinese and several Chinese witnesses also gave evidence.

Plaintiff took the oath in the usual fashion, but another witness, Law San Lee, a Chinese laundryman, who resides at St. Stephen's Road, Leicester, was sworn in the Chinese fashion.

The Court associate produced a candle, and after lighting it, asked witness to hold up his right hand and repeat the words:—"If I do not speak the truth, the whole truth, as this candle is blown out may I be blown out like it."

Witness repeated the words in halting English.

Mr. Justice M'Cardie—Now, blow out the candle.

Witness thereupon complied with his lordship's direction.

Mr. Justice M'Cardie—That oath binds you, does it?

Witness—Yes.

A Money Club.

The case was one in which On Lee, Hickley Road, Leicester, claimed to recover from Frank Wong, St. James's Street, Doncaster, £171, 10s. which he said was due to him under an agreement between them dated November 27, 1922.

Mr. J. F. Eddy, for plaintiff, said Wong was indebted to Lee in the sum of £191, 10s. on the date in question. Part of the sum consisted of £151 which Lee had invested in a Chinese club which Wong started at Huddersfield. Lee had contributed £12 a month to the club for 13 months. At the end of that period the club came to an untimely end. Afterwards Wong borrowed sums amounting to £35, 10s. from Lee.

By the agreement Wong acknowledged his indebtedness for £191, 10s. and agreed to pay Lee £8 per month. Wong had made contributions amounting altogether to £20. It was now pleaded by Wong that there was no consideration for the agreement. He also pleaded duress and the Lottery Act, asserting that the club's procedure was a lottery.

The Judge—All life is a lottery. No Act of Parliament touches the greatest lottery of all.

The Winner Takes All.

Mr. Farleigh, for Wong, said that as neither of the parties could speak English it was difficult to understand the procedure by which the club was carried on and those instructing him thought it was a lottery.

It was the question whether the winner of the money contributed by the members each month was found by means of a lottery distribution. It was now apparently agreed that the highest bidder took the pool each month.

Defendant never had a half-penny piece out of the club, except that as the founder he got the money contributed during the first month.

Mr. Eddy denied that it was a lottery, and said that such clubs had been in existence for many years all over the world. They were formed for the purpose of providing loans for the members. There were 21 members in the club and each could have one or two shares. There were in all 26 shares, each member contributing £6 per share monthly. £156 was raised each month and Wong, as the founder, had the privilege of taking this money the first month.

Premium for the Draw.

When a member had had a draw, he ceased automatically to have a right to another, but there was an obligation to pay the monthly contribution until everybody had had a draw. It was open to the members to make an offer by way of a premium for the money. He might offer £10 or £20; and the £156 would go to the highest bidder. The premium went to the benefit of the other members.

The particulars of the duress, by which it was alleged the agreement was obtained, were that Lee made repeated demands and threats to Wong that he would do all he could to damage Wong if he did not sign it, and that it would be unsafe for him.

Lee, it was further said, had stated that he would inform various Chinese in England, who had secret communication with each other, and influence them to ostracise and boycott Wong. Counsel remarked that his instructions were that there was not one word of truth in the allegation.

Lee, whose evidence was interpreted, took the oath in the usual fashion, having stated that he was a Christian. He stated that he had been 19 years in England, and had married an Englishwoman.

"Smashed Up."

Questioned as to the procedure in connexion with the club, Lee said that in the event of a member obtaining a draw and having no security or business, he had to give a guarantee before the money was handed over to him. Asked as to what happened to the club after he had paid his contributions, witness said, "It was broken, smashed, and not open."

Lee denied that prior to the agreement being signed he had threatened Wong. They had been good friends all the time.

Cross-examined by Mr. Farleigh, witness stated that the club met each month at Leeds.

Mr. Justice M'Cardie—Did Chinese travel from all parts of the country to it?

Witness—We all wrote, slips containing our bids and addressed them to Lee's place at Leeds. Whoever wanted to bid sent in a slip.

Witness said that he did not write either Chinese or English.

The Gentle Threat.

Mr. Farleigh—Did you say that you would make it unsafe for the defendant if he did not sign the agreement to repay?—No.

Mr. Farleigh—Do you know what the word "unsafe" means in English?—Witness, who had answered some questions in broken English, replied "No."

Mr. Justice M'Cardie—Ask him if he understands what "dangerous" means?

Witness replied that he understood its meaning in Chinese.

Mr. Justice M'Cardie—There is a Chinese phrase which says, "Beware of the hidden peril." Ask if he knows it?

Witness answered in the affirmative.

Mr. Justice M'Cardie—Threats are put in Chinese so delicately. If you threaten a man with death you don't use the word death, you say—"I desire to tell you that ere long you will sleep on the terraces of night." (Laughter.)

Law San Lee said he had made 13 monthly contributions to the club, but never had a draw or received one penny of the money he had contributed.

(Continued On Page 6.)

OVER 500 SKILLED ARTIZANS

ARE CONSTANTLY EMPLOYED BY

ARTS & CRAFTS

SHANGHAI.

IN THE PRODUCTION OF

ARCHITECTURAL JOINERY

PARQUETRY FLOORS

HIGH-GRADE FURNITURE

STAINED & LEADED GLASS

SCULPTURE, WORK IN

MARBLE, CEMENT AND

METALS.

Banks, Shipping, Insurance and Mercantile Offices

Furnished and Decorated.

ARTS & CRAFTS

(Opposite the Racecourse)

SHANGHAI.

YEARS
ON THE MARKET



What THACKERAY wrote
in "The Virginians" is
still true to-day:—
"There's no sweeter tobacco
or no better brand than the
"Three Castles."

ALSO PACKED
IN REGULAR
502 AND 201

Three Castles
Cigarettes

A RECORD

of which the manufacturers are
JUSTIFIABLY PROUD

This advertisement is issued by the British-American Tobacco Co., Ltd.



This Fountain Pen is writing
"a New History of Achievement"

On the crest of an epoch-making popularity, it is heralded, not only as a thing of beauty, but as an outstanding and needed improvement. Its first great advantage was a "point of honour", a remarkable nib that is guaranteed to last a lifetime. And now, comes a jewel-like barrel that is practically unbreakable and indestructible, because it is made of radite. RADITE! Even the roughest usage will not harm it; light it is in weight, with a radiant elegance all its own. The now far-famed Lifetime "is the pen of no repairs."

"Lifetime" pens and pencils in green or black—at better stores everywhere. Blue Label Leads in the handy tin box. Sheaffer's Skrip—successor to ink—makes all pens write better.

THE SUN COMPANY, LIMITED
Distributors.

SHEAFFER'S
PENS - PENCILS - SKRIP
W. A. SHEAFFER PENS CO., FORT MADISON, IOWA, U.S.A.

SHIPBUILDERS
SHIP REPAIRERS.
BOILER MAKERS.
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OXY-ACETYLENE AND
ELECTRIC WELDERS.
MECHANICAL AND
ELECTRICAL
ENGINEERS.

THE TAIKOO DOCKYARD & ENGINEERING COMPANY
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DRY DOCK
LENGTH 787 FEET.
LENGTH ON BLOCKS 780 FEET
DEPTH ON CENTRE OF
SILL (H. W.O.S.T.) 34 FT. 6 INS.

THREE SLIPWAYS
CAPABLE OF HANDLING SHIPS UP
TO 3000 TONS DISPLACEMENT.
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GARDNER ENGINES.

ALL TYPES
AND SIZES

GAS
PETROL
PARAFFIN
CRUDE OIL
SEMI-DIESEL

UP TO
300 B.H.P.

SOLE AGENTS:—

DODWELL & Co., Ltd.

POLITIC LEVY.

LEADERS GREET MEASURE WITHOUT LEVITY.

EXEMPTION CLAIMS.

It is a patent fact that prominent leaders are very much perturbed about the collecting of the political levy from the rank and file of the Unions.

This is not altogether surprising when one remembers that the Labour party draws the greater part of its sustenance from the big Unions.

Since the passing of the Trade Disputes and Trade Unions Bill the leaders have repeatedly said that it would make little difference; the rank and file would pay up just the same as previously. Apparently they did not believe what they said, for surprising inducements are being offered to Trade Union officials to obtain as many members as possible to "contract-in" to the political fund.

Most Unions are paying branch secretaries two-pence per signature to remunerate them for their extra work, and it is said that one Union offers fourpence to the individual obtaining a signature, and twopence to the secretary to whom it is sent. Should the secretary himself obtain a "contract-in" he gets the whole sixpence.

Despite these inducements, however, the rank and file are not falling over each other to pay the levy. As a matter of fact, Trade Unionists in general have never taken kindly to politics in the Unions. It is quite true that before the passing of the Act, the political levy was imposed by democratic consent of the members, in that it was embodied in the rules of the several organisations by constitutional ballot, and any one joining the Union was expected to abide by those rules.

Exemption Claims.

It is also true that any member could claim exemption; but it does not necessarily follow that those who did not claim exemption were in favour of paying the levy.

Many knew nothing about the levy, because they had neither the time or the inclination to read the rules. Others knew of the levy, but were unaware of the fact that they could claim exemption; while some did not claim exemption either because it was too much trouble, or because "they did not like to."

Quite a minority paid the levy consciously and willingly. And it is only that small minority which is taking steps to "contract in"; the rank and file are as apathetic and opposed as ever towards politics in the Unions. Branch secretaries are making strenuous efforts to secure signatures, but are meeting with poor success; they are only able to reach the regular branch attendants.

The branch to which I belong is 200 strong, barely fifty of whom attend. Those who do not attend will no doubt be circularised, but few will take the trouble to sign the form and send it to the secretary.

The attitude of Trade Unionists towards politics in the branches is easily understandable. During the past decade the Unions have spent thousands upon thousands of pounds on politics. Over £10,000 a year are paid to the Labour party by the Unions, which does not include allowances to officials who are M.P.s, grants to candidates, and fees to local Labour parties.

Political Organisations.

And what have the Trade Unionists gained by all this political expenditure? As far as one can see, general secretaries, residents, and organisers have become prosperous members of Parliament, and, in most instances, their Union duties have been neglected as a result. But the industrial advantages secured by politics are practically nil. Regular attendants at the branches have noticed the repeated complaints that the Unions are becoming political organisations.

With all its vaunted strength, the Labour party has not solved the miners' problem, neither did it prevent the strike of last year.

Engineers are admittedly poorly paid, and are asking for an increase in wages. The thousands of pounds paid by my Trade Union to the Labour party have not enhanced one iota their chances of getting that increase, and the Union has six or seven M.P.s! Small wonder that the rank and file are not "contracting in" as the leaders would like them to.

When the next Labour report is issued, it will show a decided decrease in contributions from the Unions, and the local parties will equally suffer, for it has been legally decided that no part of the branch funds (even though a levy be voluntarily imposed for that specific purpose) may be paid in affiliation fees to any local political party.

No wonder the leaders are perturbed. They will have to apply their minds to other ways and means of getting funds; they will have to seek pastures new. Perhaps that is why the leaders are so anxious to secure wealthy recruits to the party!

CHINESE OATH IN COURT.

(Continued From Page 5.)

"Frightened by a Threat."

Defendant, giving evidence, said that as manager of the club he had the first draw for his services. The plaintiff had actually paid in £92, 2s. 4d. Every month witness paid out to the highest bidder the money which the members had paid in. He never agreed to be responsible for the money. It was left to the members to pay their shares in. The reason why the club was not continued was because some of the members did not keep up their payments and some were deported.

When the plaintiff came to see him in November, 1922, he threatened that if witness did not sign the agreement that he owed the money, he would kill him.

Witness was frightened at this threat and went to a solicitor's office with the plaintiff and signed the agreement.

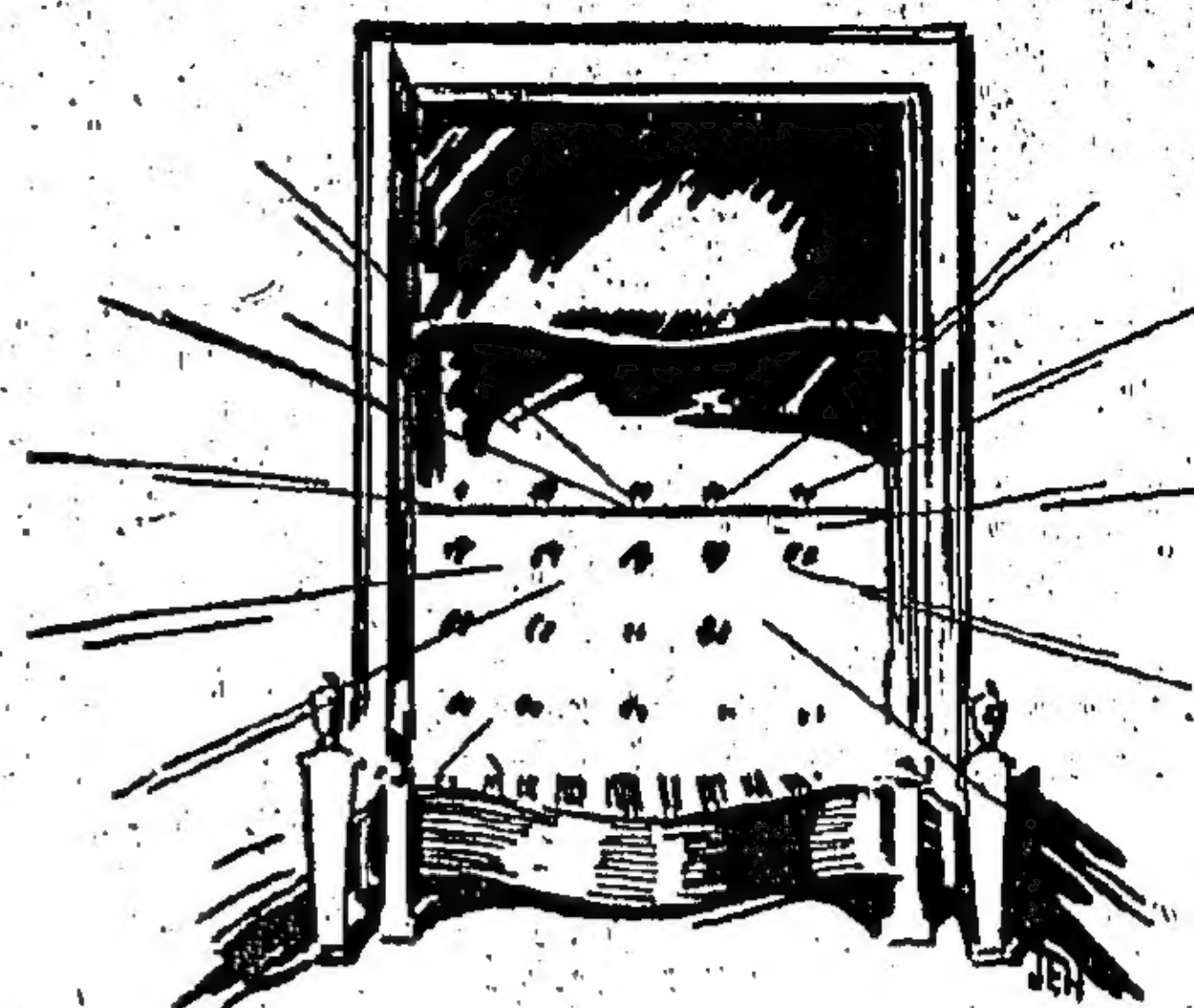
It cross-examination, witness said it was not the case that after he had started the club he found himself able to start a business. The business he had was started in March, 1922.

The Decision.

The oath which was administered to Mr. Wong was somewhat different from that administered to the other witness, who was sworn in Chinese fashion. Before he blew out the lighted candle, the witness Wong held up his hand and said—"If I do not speak the truth and nothing but the truth, as this candle is blown out, so may my soul be blown out hereafter."

The Judge said that the position of the defendant in regard to the scheme was something like that of a trustee. His Lordship was of opinion that the agreement was a perfectly good one, and that there was ample consideration for it. As to the allegation of duress, he did not believe that there were any menaces of peril or death. The plaintiff had made out his case, and there would be judgment in his favour for \$171, 10s. and costs.

"As a body the police forces of this country deserve and have earned the admiration of the world," states Sir William Joynson-Hick, the Home Secretary, in a New Year greeting to the police forces of England and Wales. "As Home Secretary," he continues, "I am responsible to Parliament for the efficient administration of the police forces of Great Britain, and it is one of my responsibilities of which I am most proud."



Warmth on Tap

When you require water in your home you turn on a tap.

The wise principal you have adopted for your water supply should also govern your supply of warmth—

KEEP YOUR WARMTH ON TAP—by means of a GAS FIRE.

HONGKONG & CHINA GAS CO., LTD.

LA PERLA

DEL ORIENTE

The FINEST

MANILA Cigars

Each box is guaranteed by the signature of the manufacturer on the



Closing

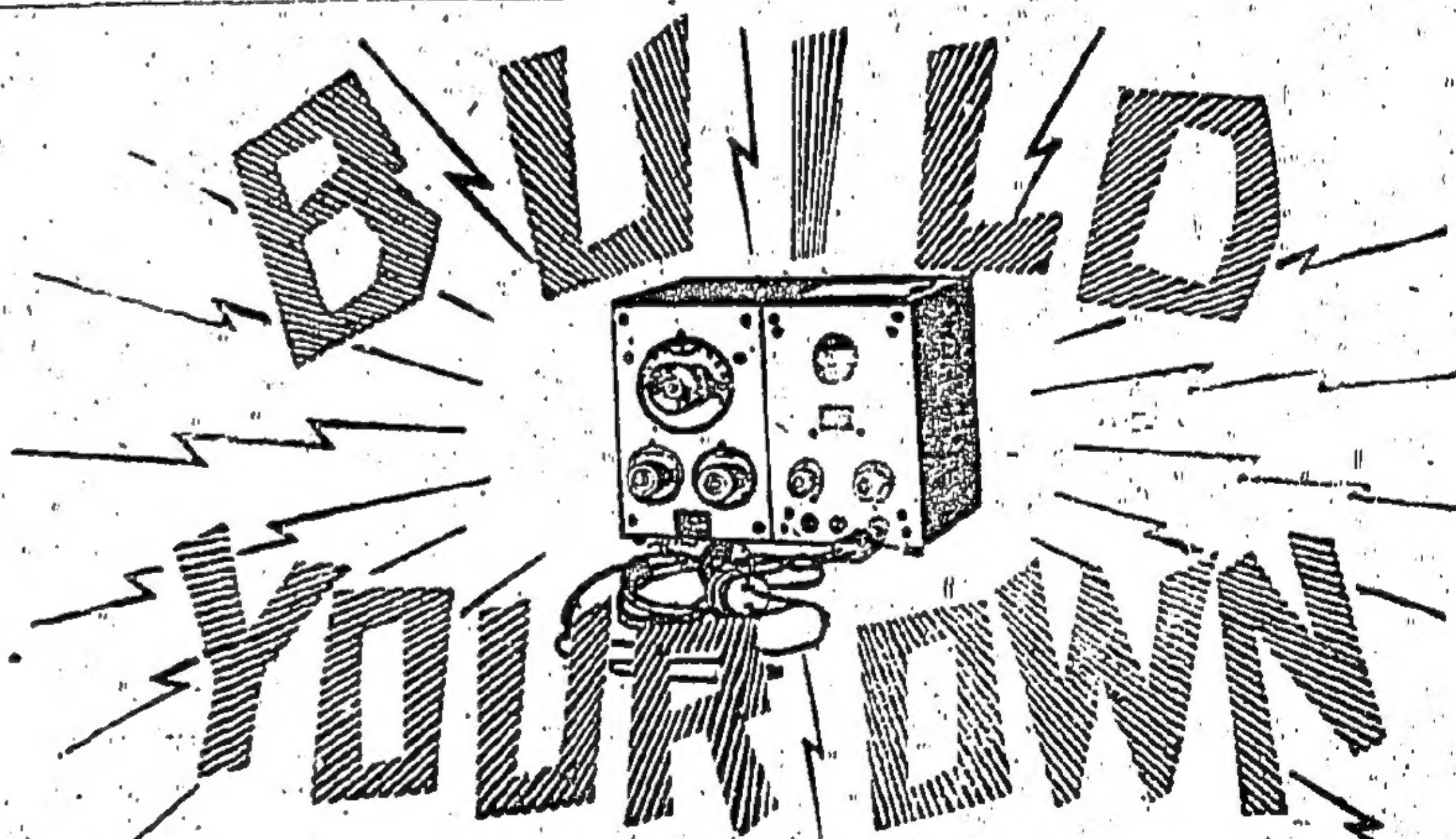
Label

Yours Truly

22, Des. aux Rd.

Tobacco Store

(Tel. C. 1556)



RADIO SETS

FROM

GECOPHONE

BRITISH MADE

COMPONENTS

B.C.—750 6-VALVE
SUPERSONIC HETERODYNE
RECEIVING SET PARTS
For \$86.25.

New Stocks of Osram Valves
at lowest possible prices.

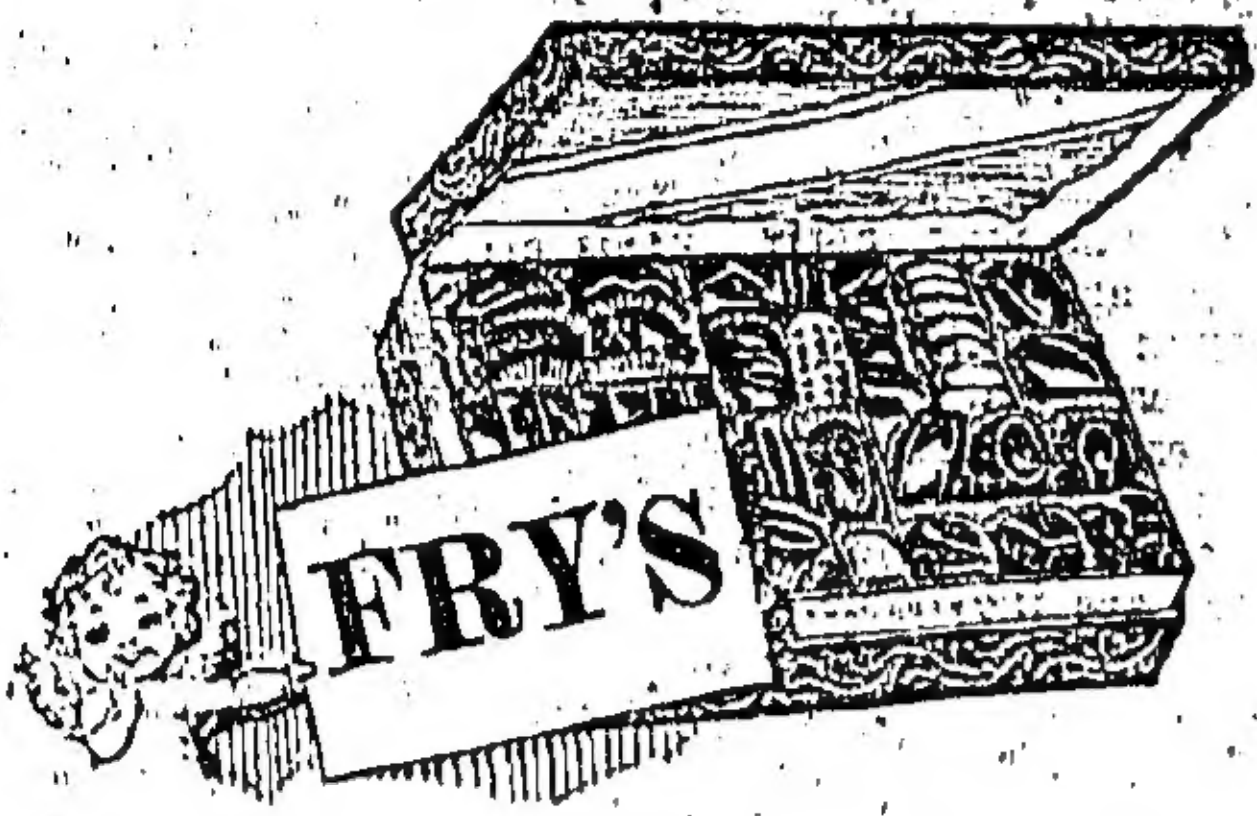
The G.E.C. your Guarantee

THE GENERAL ELECTRIC Co.,

OF CHINA, LTD.

QUEEN'S BUILDING, HONGKONG.

"KUNG HO SUN HEI"



**DON'T
FORGET
A BOX OF**

Fry's

FOR CHINESE NEW YEAR

PACKED IN DELIGHTFUL GIFT BOXES

ALL THE BEST STORES HAVE THEM

DARING ROBBERY.

YOUNG CHINESE WOMAN INJURED.

Employing the usual method of gaining entrance into a Chinese house under the pretext of renting a room, two robbers succeeded in forcing their way into No. 75 Fourth Street, yesterday afternoon, wounding a woman inmate of the house and making good their escape with property valued at about \$100.

The house was occupied by a Chinese young woman, age 20, whose husband is a foreigner, but who was not at the house at the moment. Other persons in the house included an amah and a baby.

Shortly after 1 o'clock yesterday a woman went to the house stating that she intended to rent an empty room. After looking around the house for sometime, she went away. Later, a man called and said that he had come to rent the room. After a while, he said that his master was waiting downstairs and that he would like to call him up to look over the room for himself. The man opened the door and admitted his companion. Once inside the house both men pulled daggers and short knives threatening death to the woman if she gave the alarm.

The desperados pushed the woman and the baby inside the room intending to shut them up before proceeding to ransack the premises. Later, the couple endeavoured to grab the women.

The mistress of the house struggled hard with the robbers, who had inflicted a wound on the hand of their victim and seeing that she could not be overcome so easily, hastily snatched a gold ring and some other jewellery from her and made a hasty retreat.

PRICE OF RUBBER.

MR. HOOVER AND BRITAIN'S MONOPOLY.

Washington, Jan. 20. In the course of discussions by the House of Representatives Judiciary Committee on the Bill to permit collective purchasing by American companies of rubber, potash and sisal, Mr. Hoover declared that as a result of the British rubber monopoly, American tyre purchasers had lost millions of dollars, and alleged that Britain's reduction of rubber production kept the world near buying panic and at times lifted the price beyond reason.—*Reuter's American Service.*

FRANCE AND U.S.

M. BRIAND'S REPLY ON WAR AGREEMENT.

Paris, Jan. 20. M. Briand's reply to Mr. Kellogg is being dispatched to-night. It explains the reasons for adhering to the specific definition "wars of aggression" and emphasises the difficulties confronting Mr. Kellogg if the latter only draws up a pact after preliminary conversations with certain other Powers. M. Briand admits the logic of such a procedure, but suggests that the practical effect would be to protract the whole affair.—*Reuter.*

NATURALISATION.

MANY FOREIGNERS BECOME FRENCH CITIZENS.

Paris, Jan. 20. According to *Le Petit Journal* 84,000 foreigners obtained naturalisation as French citizens in 1927 as against 45,000 the previous year.—*Havas.*

COMPANY DIVIDENDS.

HONGKONG LANDS PAY FINAL OF \$2.

The Directors of The Hongkong Land Investment & Agency Co., Ltd. have declared a final dividend of \$2.00 per share. This, with the interim dividend of \$2.00 already paid, makes \$4.00 in all for the year 1927.

Union Waterboats.

The Union Waterboat Company Limited advises that, subject to audit, the nett balance at Profit and Loss Account for the year ending 31st December, 1927, is \$63,503.24, which amount the members of the Consulting Committee will, at the approaching meeting of shareholders, recommend to be allocated as follows:

Pay a dividend of \$1.25 per share	\$34,653.76
Pay a Bonus of 25 per share	6,930.76
Transfer to Insurance Fund	5,000.00
Transfer to Special Repairs Account	10,000.00
Carry forward to New Account	6,918.74
Total	\$63,503.24

OBITUARY.

SIR DYCE DUCKWORTH.

London, Jan. 20. The death is announced of Sir Dyce Duckworth.—*Reuter.* [Sir Dyce Duckworth was consulting physician at St. Bartholomew's Hospital and consulting physician to the Seamen's Hospital at Greenwich. He was born at Liverpool in 1840. He took his degrees in medicine in 1863. In 1864 he was appointed assistant surgeon in the Royal Navy. He was honorary physician to Edward VII when Prince of Wales. He has published several works on medical subjects.]

Every blind person in the area of the South Beds Society for the Welfare of the Blind received a crystal set as a Christmas gift. The sets were installed free of charge by members of the Luton Wireless Society, whose secretary, Mr. W. F. Neal, first suggested the scheme.

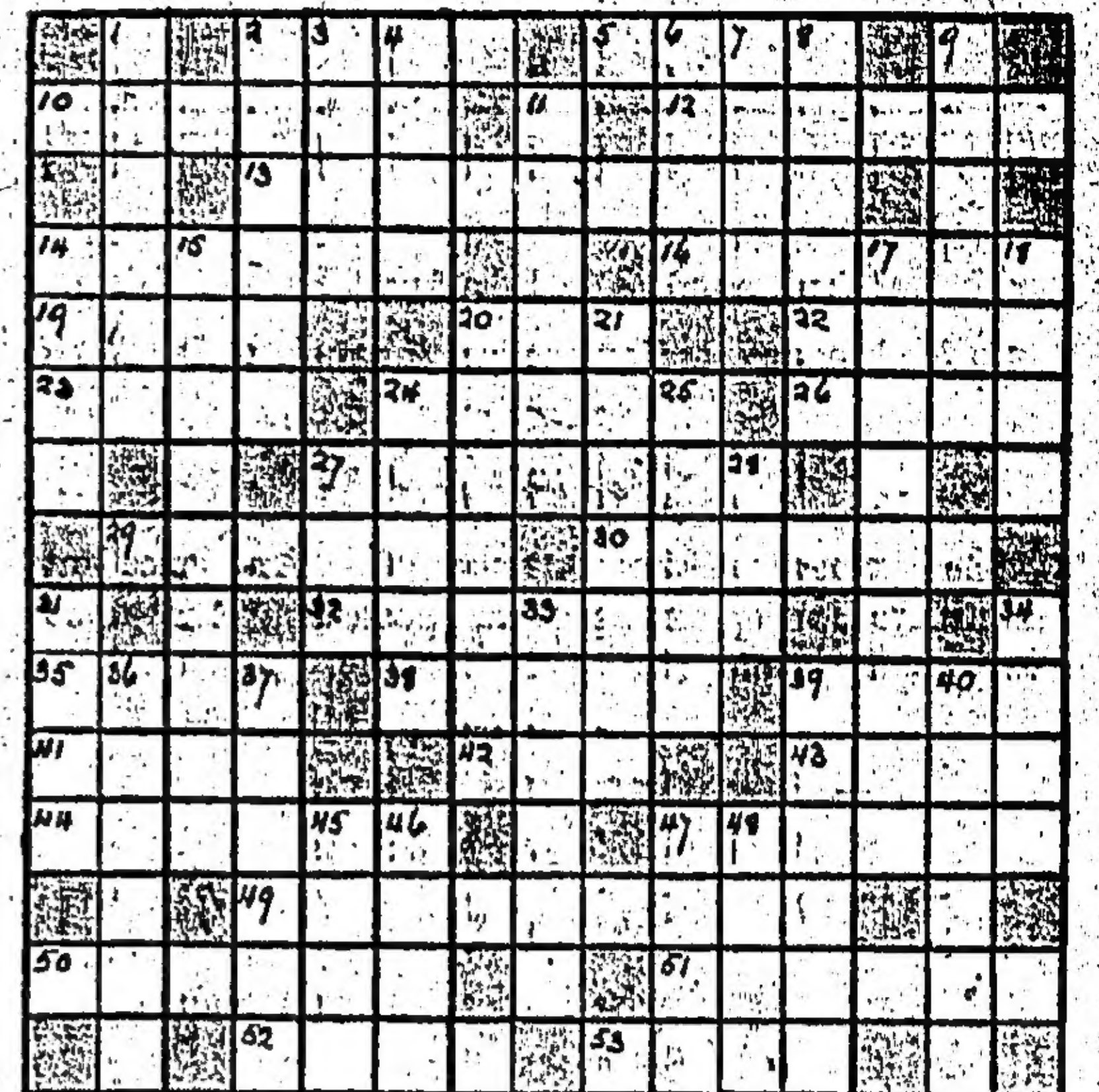
LETTER GOLF.

A TREE keeps a SHOE in shape, they say. The change requires six strokes, according to par.

S	H	O	E
T	R	E	E

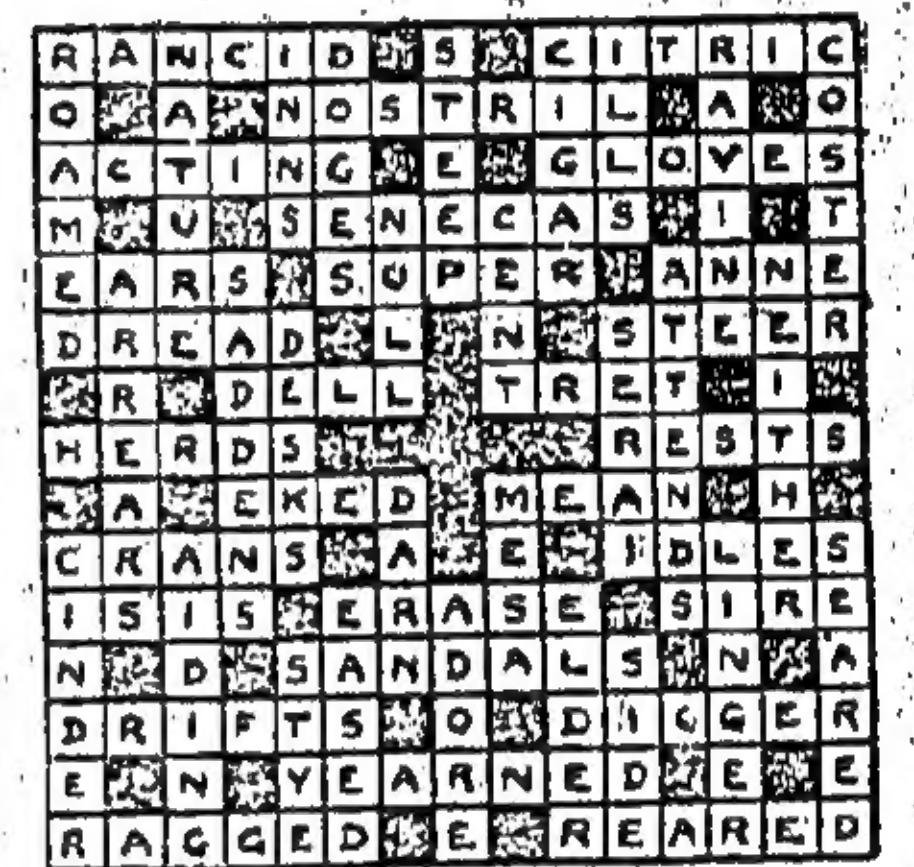
- 1—The idea of letter golf is to change one word to another and do it in par, a given number of strokes. Thus to change COW TO HEN, in three strokes, COW, HOW, HEW, HEN.
 - 2—You can change only one letter at a time.
 - 3—You must have a complete word, of common usage, for each jump. Slang words and abbreviations don't count.
 - 4—The order of letters cannot be changed.
- One solution is printed on another page of this issue.

OUR CROSSWORD PUZZLE.



- Across.
- 2 Canopy.
 - 5 Clothing.
 - 10 Harmonized.
 - 12 Wandered.
 - 13 Excitement.
 - 14 Attire.
 - 15 Certify.
 - 19 Large pillar.
 - 20 Food dipped in liquid.
 - 22 Contralto.
 - 23 A tax.
 - 24 Bowsprit of a vessel.
 - 26 Small table-land rising abruptly.
 - 27 Measured by the hand.
 - 28 Acquire.
 - 30 Called to.
 - 32 Vessel used for holding ink.
 - 35 Curve.
 - 38 Fasten securely.
 - 39 Stop.
 - 41 Peruvian prince.
 - 42 Owing to.
 - 43 Growth on the head.
 - 44 Ditch.
 - 47 Young of the salmon.
 - 49 Kind of lizard.
 - 50 Be it so.
 - 51 Grumble.
 - 52 Made haste.
 - 53 See at a distance.
- Down.
- 1 Name of various fungi.
 - 2 Go away from.
 - 3 Breezy.
 - 4 Days in the Roman calendar.
 - 6 Tune.
 - 7 Underground portion of a plant.
 - 8 Small spirited fowl.
 - 9 Those who believe in existence of supreme being.
 - 11 Crescent shaped.
 - 14 Structure at east end of a church.
 - 15 Part of electric circuit.
 - 17 Pertaining to primary ingredients.
 - 18 Akin to a frog.
 - 20 Slapped.
 - 21 Very small aperture.
 - 24 Whirls.
 - 25 Rends in pieces.
 - 27 Species of South American monkey.
 - 28 Noise.
 - 31 A person's decease.
 - 32 Tugged.
 - 34 Ancient stringed instrument.
 - 36 Enlat.
 - 37 Dandles.
 - 39 Scottish outdoor game.
 - 40 Furnished with an aisle.
 - 45 Cut into small pieces.
 - 46 Detest.
 - 47 Jewels.
 - 48 Sale of goods by auction (Scotland).

Yesterday's Puzzle.



Buy
PURICO
THE UNEXCELLED COOKING FAT

THE NAVY'S CHOICE
Coates
ORIGINAL
PLYMOUTH GIN

OBTAINABLE.

EVERYWHERE.

The £600,000 Film.



Coming Shortly

Three hundred and ninety-three deacons were ordained during the year ended last September, 30 more than in the previous year.

FRANCE AND U.S.

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VAPO-HALINE

GIVES INSTANT RELIEF TO
COLD IN THE HEAD, IN-
FLUENZA ETC.

A FEW DROPS ON HANKER-
CHIEF OR IN HOT WATER TO
BE INHALED FREQUENTLY.

Prepared by—

THE COLONIAL DISPENSARY

14, Queen's Road, C.

Tel. C. 1877.

FRECKLES AND HIS FRIENDS



He Likes It Now!

By Blosser

WATSON'S Dry Ginger Ale

AWELL ESTABLISHED FAVOURITE OF PROVED HIGH QUALITY

Prepared from our own special formula, flavoured with real-fruit essences and the finest Eastern spices.

Unequalled by any similar product throughout the world.

FORMAZONE

The non-alcoholic Champagne. An excellent substitute for sparkling wine, possessing the same wonderfully stimulating and refreshing qualities.

Demand and insist on having
WATSON'S Aerated Waters.

A. S. WATSON & CO., LTD.

AERATED WATER MANUFACTURERS.
Established 1841.

RECEIVED

The January Victor Record Novelties

including two new

Albums of Musical Masterpieces.

Come in and Hear Them.

S. Mourie & Co., Ltd.

(Victor Distributors)

Chater Road.

IF IT'S

SPORTING EQUIPMENT

GOLF
TENNIS
HOCKEY
CRICKET
FOOTBALL

You'll get it "better"
AT

LANE, CRAWFORD'S



TOTAL

DRY FIRE
EXTINGUISHER
NO PERIODIC REFILLING

NON-CONDUCTOR
of ELECTRICITY

TYPES for MOTOR CARS,
INDUSTRIAL AND ALL
ESTABLISHMENTS.
RELIABLE and EFFICIENT

KELLER, KERN & Co., Ltd.
16/19, CONNAUGHT ROAD, C.

DEATH

STEPHENSON.—At Gibraltar (by cable, 20th inst.), Major General Theodore Edward Stephenson, son of the late Canon Stephenson of Weymouth, England. (Singapore papers please copy).

The
Hongkong Telegraph.

SATURDAY, JANUARY 21, 1928.

THE CHINA OUTLOOK.

A cable to hand yesterday showed that Sir Austen Chamberlain again made reference to the China situation when he addressed his constituents at Birmingham on Thursday. Whilst he still regarded the position as one providing cause for anxiety, he thought it had somewhat improved and expressed the opinion that the really grave phase had passed with the disappearance of Russian agents from the country. In the main, this can be regarded as a correct reading of the situation, looked at from the foreign viewpoint, although he would be a bold man who would dare to prophesy what might happen, given certain conditions. Again and again in recent years have the predictions of foreigners and Chinese alike been falsified by subsequent happenings, and in the present unsettled state of the country it would be attempting the impossible to forecast future events.

The chief cause for comfort on the part of foreigners at present is that the trouble in most parts of the country is purely between rival Chinese factions. We hear far less of anti-foreignism in general or of anti-British activity in particular than we did a few months ago, and that circumstance is without doubt due, in the main, to the clearing out of the Russians. The Soviet emissaries in China have in recent years made it their chief aim to encourage what they term anti-Imperialism, not because they desired, as they professed, to free the Chinese from alleged foreign oppression, but because they saw the opportunity of hitting Britain in particular. In this way, they sought to serve two ends—the striking of a blow against British trade and other interests, and the utilization of the opportunity to spread Communistic ideas in a country seething with discontent and therefore predisposed to listen to new-fangled political doctrines. In their eagerness, however, the Russians over-stepped themselves, with the result that the Chinese at length came to realise that the Soviet was an enemy and not a friend. It must not be assumed, though, that because the Russians

have gone, their influence has also disappeared. Unhappily it has not, for we all know how, under Russian inspiration, Communist "cells" have been created in various parts of the country. The Hailuk Fung district is a case in point. So long as these Chinese Communist organisations exist, they will be a source of danger not only to the country at large, but might easily play a part in reviving anti-foreignism should a suitable opportunity arise.

So, although from the foreign standpoint the situation is at present far less tense than it was, say, a year ago, there are always the dangerous possibilities to be taken into account. In this connection, it is essential that every means should continue to be adopted to secure adequate protection of foreign life and property, in conceivable emergencies. Labour circles at Home will no doubt keep on pressing for a reduction in the size of the Defence Force now stationed in the Far East, especially if the troubles do not look like involving foreigners again, but the right policy in this matter is one of preparedness for the worst that may happen. Fortunately, the Home Government realises that point, and we trust that it will not be misled by the fact that at the moment there is a distinct subsidence of anti-foreign feeling.

The Nanking Memorandum.

The Memorandum issued yesterday by the Nanking Foreign Ministry, calling for urgent action in the matter of the large shipments of arms and ammunition recently arrived in China for Marshal Chang Tso-lin and Sun Chuan-fang, is a high-sounding document. Nanking is obviously alarmed, but is content at the moment to adopt an attitude of righteous indignation, having conveniently chosen to forget the small matter of Russia's powerful influence in the Nationalist organisation during the successful campaigning of 1926-27. There is no room in the political arena, according to the Nanking school of thought, for the maxim: "What is sauce for the goose is sauce for the gander too." The acting Foreign Minister (Mr. Quo Tai-chi), we should imagine, is pained not because arms are entering China, but because Marshal Chang Tso-lin is probably planning to use them against Nanking's authority and interests. Faced with such a position, we are not really surprised that he has thought it desirable to take no note of the fact that the 1926 attack against the North was only made possible by Russia's willingness to pour thousands of rifles and machine-guns and millions of rounds of ammunition into Canton, and, in addition, to provide fully-trained military officers to direct operations. It may be pointed out that Nanking has now severed all relations with the Soviet, but we doubt if the indicated dislike has prejudiced the value of the Soviet arms still in their possession. We are not sure at the moment exactly how far the shipments to Chang Tso-lin are concerned with the Arms Embargo, though opinion differs in some quarters as to the advisability of its continued operation. For ourselves, we do not think these shipments imply any departure from a policy of neutrality in China's civil war. It is much more likely that nationals of any particular foreign country or countries involved in the transactions which have admittedly taken place, have undertaken them on purely individual responsibility and have regarded them as normal commercial contracts. The Soviet was encouraged to its limits while it suited the Nationalist purpose, and Nanking's real grievance, in the present situation, is its own impotence.

EXCHANGE RATES.

	London, Jan. 21.
Paris	124.05
New York	48.13/32
Geneva	25.31
Brussels	54.98
Amsterdam	12.08 1/2
Milan	92.15
Berlin	20.46
Stockholm	18.15
Copenhagen	18.20
Oslo	18.31
Vienna	34.61
Prague	164 1/2
Helsingfors	193 1/2
Madrid	28.61
Lisbon	2 25/64
Athens	307 1/2
Bucharest	70 1/2
Rio	47 13/16
Buenos Aires	1 1/2 1/4
Bombay	2 1/2 1/4
Shanghai	2 1/2 1/4
Hongkong	1 1/2 1/4
Yokohama	2 1/2 1/4
Silver (spot)	20 1/2
Silver (forward)	26

British Wireless Service.

DAY BY DAY.

THE MORE WE KNOW OF OTHER NATIONS THE LESS WE DISTRUST THEM.—Fletcher Moulton.

The name of Mr. J. S. Gibson has been added to the list of authorised architects.

The loss of a British passport has been reported to the Police by Lieut. Farquharson of H.M.S. Iroquois.

His Excellency the Governor has appointed the Rev. J. Horace Johnson to be one of the German Missions Trustees.

It is notified that the name of the Moller and Co. (Hongkong), Limited, has been struck off the Register.

His Excellency the Governor has appointed Corporal H. R. Forsyth to be Second Lieutenant in the Hongkong Volunteer Defence Corps.

The King's Exequatur empowering Monsieur Eduardo Gallardo A to act as Consul for Chile in Hongkong has received His Majesty's signature.

His Excellency the Governor has appointed the Rev. C. B. Shann to be one of the German Missions Trustees, in succession to the Rev. A. D. Stewart, resigned.

At the P. W. D. offices on February 6th, the sale of Kowloon Inland Lots 2097, 2098 and 2099 will take place. The total area is about 185,900, and the upset price is \$92,950.

Notable films coming to Hongkong shortly besides "Ben-Hur," include "The Gaucho," with Douglas Fairbanks in a typical role, and the splendid French production of "Les Misérables."

His Excellency the Governor has re-appointed Captain James Charneck, Army Educational Corps, to be a Member of the Board of Education for a further period of two years, with effect from the 15th of January, 1928.

It is reported that the new Portuguese Minister for the Colonies is General Ivens Ferraz, brother of Rear-Admiral Ivens Ferraz, who was recently on the China Station in the Portuguese cruiser Republica.

There has been added to the list of medical practitioners the name of Dr. Augustus Din Wong, alias Wong Hung-tsun, of 54 Bonham Strand, Bachelor of Medicine and Bachelor of Surgery of the University of Hongkong.

Dr. G. W. Leavell, of Wuchow, who returned from America on Thursday, reports that interest in China is still keen there. In his twenty months absence Mr. Leavell delivered some 400 short addresses on the China situation.

The first of a series of social gatherings was given by Mr. and Mrs. J. H. Hunt in the St. Andrew's Church Hall last evening. A large number of the Church congregation being present. There were games and music while during a short interval refreshments were served.

The offices of the Supreme Court will be open daily from 10 a.m. to 1 p.m. during the Chinese New Year Vacation, except on Public and General Holidays, when the offices will be entirely closed. The Chinese New Year Vacation commences on the 23rd January and terminates on the 27th January, 1928, (both days inclusive).

Pictures showing in the local cinemas for the last time to-day are "The 13th Juror," a remarkable drama of circumstantial evidence, with Anna Q. Nilsson and Francis X. Bushman, at the Queen's Theatre; "The Desert's Toll," an exciting out-of-door picture, with Francis McDonald, at the World Theatre; and "The Gay Deceiver," the screen version of the stage play, with Lew Cody, at the Star Theatre. The movie programme at the Star Theatre ends at 8.30 this evening, the "Globe Trotters" repeating their revue "Incidents" at 9.15.

The health bulletin of Eastern ports for the week ended January 14, issued by the Principal Civil Medical Officer, contains the following cases, the figures in parentheses indicating deaths: Plague, Suez (1), Aden (7); Bombay (1), Mohammed (2), Rangoon (7), Colombo (1), Macassar (3); (2), Cholera, Calcutta (16), Rangoon (1), Singapore (2), Bangkok (9), Saigon (1), Small-pox, Bombay (6), Calcutta (6), Madras (1), Mohammed (2), Negapatam (3), Rangoon (4), Belawan (2), (1), Kuching (1), Saigon (1), Hongkong (1).

CHINESE NEW YEAR FAIR.

More Than You Bargain For?

This week has seen the return of the annual Chinese New Year Fair, so-called, which is held for about six or seven days prior to the end of the old year. The location has become practically fixed in the mid-western part of the city, the special privilege being granted of erecting stalls by the roadside, so that traffic to some extent is impeded. However, the streets chosen are within the precincts of what may aptly be termed Hongkong's Chinatown, so the obstruction is mainly to rich-shans and pedestrians. The Chinese themselves take the crowding as a matter of course, and care not the least for the pushing and bumping that are inevitable.

The newcomer to this Colony invariably learns of the Chinese New Year Fair from those who know little about it, so he gains an impression of a sight well worth seeing, and a function where alleged "real bargains" are to be obtained. Disillusionment is not long in following. After a spell of thrusting through all degrees of fellow citizens, the majority consisting of idle members of the lower orders of the community, and a futile search for bargains, ending probably in the purchase of some absolutely useless and originally unwanted article at a ridiculous price, the first-time visitor reflects at leisure, and nine times out of ten registers an emphatic "Never again!" He probably noticed that those who urged him to go, and maybe accompanied him, carefully refrained from making extensive purchases. Therefore the "griffin" grows wise in his time.

Nevertheless, there is the peculiar "urge" to lead others into the same pitfall, and after a few years there may be an inclination even to return to the scene of the original sacrifice. This may be a matter of that mysterious thing which the highbrows designate humanity's "complex," or it may be just the common-or-garden desire to see someone else similarly "sold." Whatever the reason, there are always to be found a number of persons who are impelled either to revisit the Fair each year, or to induce others, preferably the very verdant newly-arrived, to do so. There is certainly some amount of satisfaction in contemplating Binks Higgins carrying away a carved monkey, worth ordinarily \$5, which

he has paid \$15 for. It would be inhuman to say anything that could efface his beaming smile, following a stiff ten minutes of haggling, by which he brought the vendor down from the first demand of \$25.

The variety of goods on offer at this annual Fair is interesting, and perhaps the Chinese actually obtain bargains. The average foreigner learns in time that it is his privilege to be "stung," and the tales of articles going at a sacrifice during the last few hours before the dawn of a New Year are accepted on a par with the hoary classic legends. The cynic avers that the same vase he cannot get for \$10 at the Fair, will be on view in a certain curio shop shortly afterwards, and acquirable at a reasonable price. One suspects that most of the curios are exhibited for the benefit of the foreign visitors: the Chinese go in for what they need, such as the glorious flowers for decorations, and useful household utensils. On that principle the New Year fair has its points for the native population, and has thus become an institution.

This year's Fair is reported much the same as usual. There is evidence of a revival of cheerfulness that was lacking at recent gatherings, owing to the prevalent depression. This Chinese New Year should witness a grand outburst of cracker firing, and that alone, with the general bustle and quaintness of the affair, will doubtless attract visitors of all nationalities, as of yore. It is a strange commentary on these functions that the quantity of crackers burned, and the associated din, is held to be a criterion of Chinese prosperity, both actual and anticipatory. If that be the case, may the noise be as deafening as possible next Monday night.

The writer first visited the fair five years ago. He still possesses two small, chipped, "ancient" cloisonne vases as a souvenir of that occasion. He has been only once since. Yet perhaps, who knows, the place might be well worth a glimpse this week-end? After all, one is not bound to purchase anything much. Who was saying the other day that, sometimes, something really valuable can be picked up for a mere song?

HERE AND THERE

The New Banknotes—Kung Hee Fai Tsai—Why We are Not Rich.

[BY "ARGUS"]

The new dollar-notes issued by the Hongkong and Shanghai Bank represent the expenditure of much thought both by Bank and Police officials, who within recent months have been confronted with the problem caused by the activities of counterfeiters. As with the two other prevailing vices of "squeeze" and "piracy," the counterfeiting of "Imperialistic" currency has acquired such a position out here where it has become an "established" business, so to speak. Interesting facts gleaned from official records of seizures and convictions show that spurious notes are imported into Hongkong by the hundreds, and that if these were allowed to get through, they would fairly flood the local money market and incidentally result in a handsome profit for all concerned in the nefarious business—the counterfeiters, dealers, smugglers, placers and "utterers"—to name them in their natural business order. Fortunately, however, the authorities of this Colony have been very watchful. From time to time they have effected seizures and made arrests from which information of an extremely interesting nature has been secured.

It is known that the gang of counterfeiters with the biggest "output" have made Canton their headquarters; that they are skillful as well as business-like; but that they have not been so skilful as to have obtained any phenomenal success. Certain flaws are so apparent on the false notes that, coupled with police measures, in the ordinary way, would have sufficed to prevent many of the public being deceived. But it must be remembered that this great mass of people in this Colony are Chinese who can hardly be expected to learn the technical difference between some of these spurious notes and genuine ones. It is in this ignorance that the opportunity of the forger lies. In the new design big difficulties have been set up for the forger. The paper is necessarily thinner, to enable a "water-mark" to be

clearly introduced, so that while being denied of the enjoyment to be derived from handling a "cracking" note, the public is assured of genuine "goods."

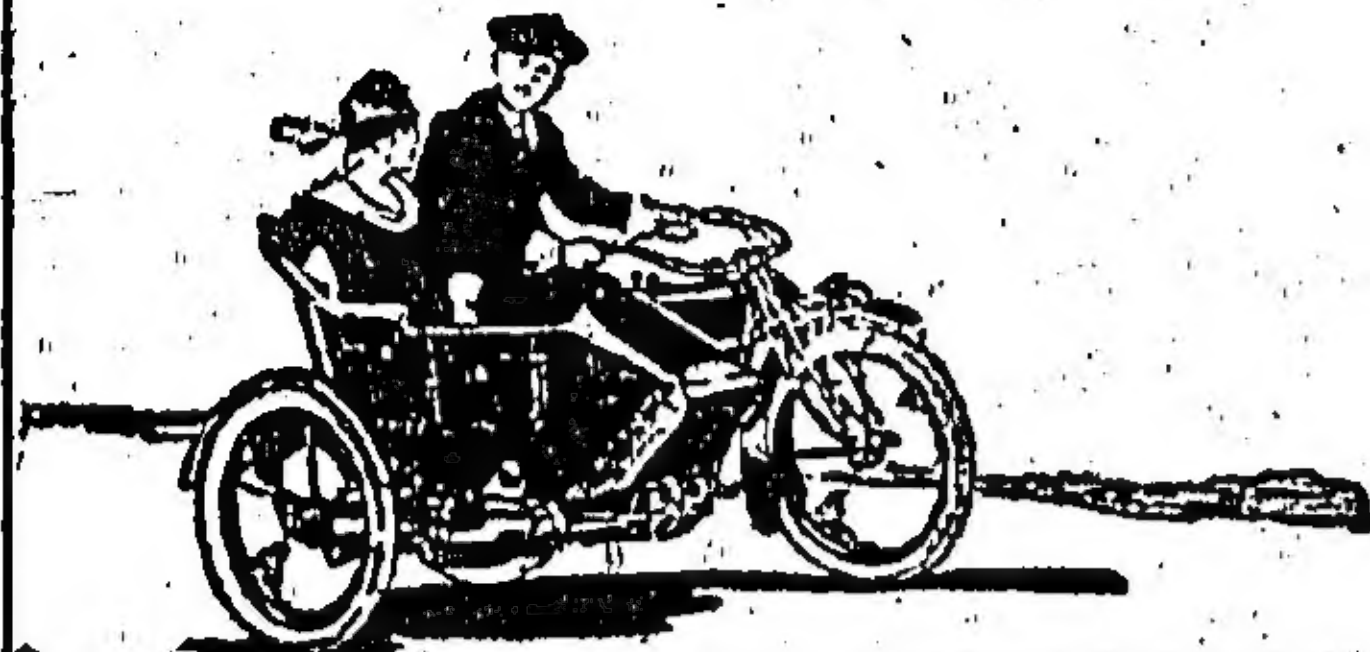
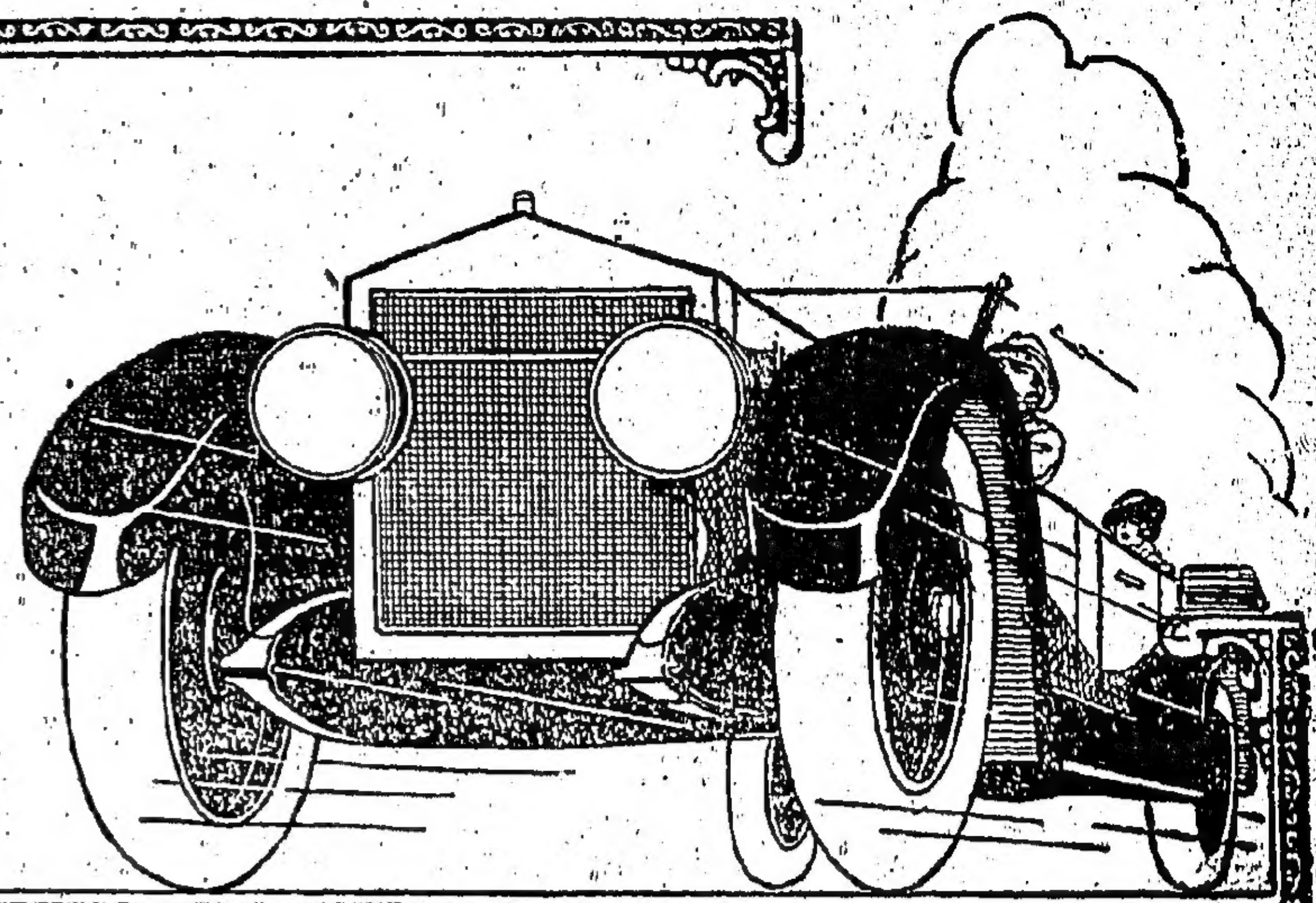
This is the time of year, in the Chinese calendar, when native hearts are made joyous by the sight of peonies, narcissi, and peach-blossoms decorating the parlour against a background of red, chosen for luck. The floral dealers at the annual bazaar in Chinatown are doing a thriving business, but for foreigners who have witnessed the glories of former years, a visit to the crowded streets is rather disappointing. Gone are many of the genuine curio dealers, with whom bargain-hunters loved to argue, and in their place has sprung up an ignoble race of men, strong of lung and raucous in voice, vociferously shouting wares which on a closer inspection prove to be nothing more than imported foreign articles, cheap in quality as in price. However, the happy jostling crowd is still there, and much of that old thrill and old spirit can still be captured by shouldering through the densely packed thoroughfare with the rest of the crowd. Kung Hee fai tsai!

I have always wondered why I have not become rich for the will and, let it be added without conceit, the brains are not lacking. In the perpetual thirst for possible information on this point, I wended my way to an enterprising Club on a recent night, where several other gentlemen with light purses were foregathered to discuss ways and means of getting rich quickly. The subject was one which lent itself to varied treatment, and a number of ingenious arguments were put forward. These were quite satisfying, because they were aimed at follows more fortunate than ourselves. For example, it was suggested that:

To win an heiress requires more than "face" value, so to speak. Rockefeller made his money because he happened to strike oil when oil first came to be universally needed. Ford was enabled to make his millions because he invented a cheap car at a very convenient period. All of which is interesting, but does not get us very far on the quest for the elusive dollar.

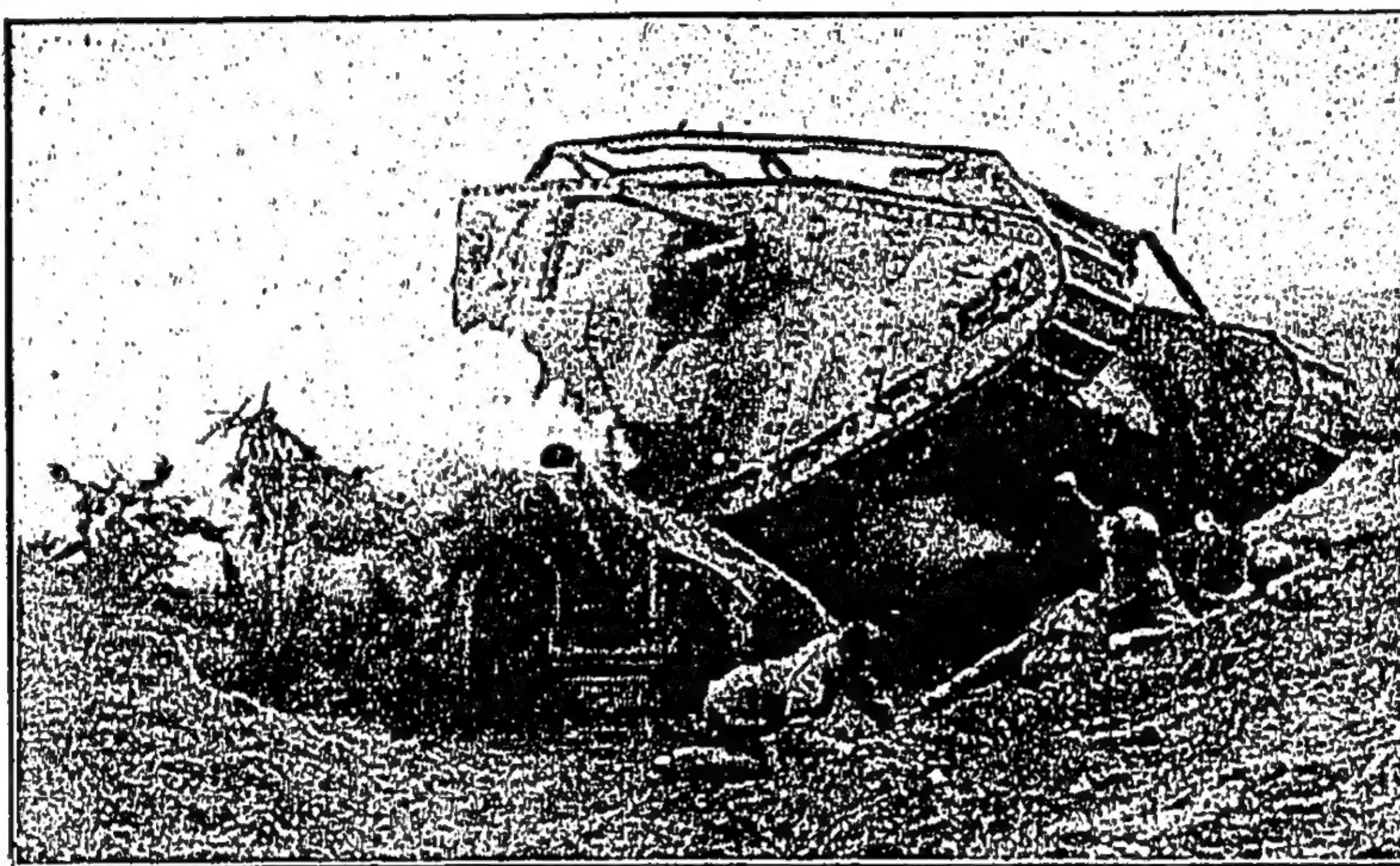
MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH.
SATURDAY, 21st JANUARY, 1928.
Being The Official Organ of
THE HONGKONG AUTOMOBILE ASSOCIATION.



CURRENT COMMENT

TANK IN BRITISH WAR FILM.



A realistic scene in the new British war film "Victory" showing a tank attack on a "German" battery. The development of mechanised warfare has brought the motor into even larger play than hitherto.

Compulsory Insurance.

It seems as though the majority of owners and drivers of public motor cars that ply for hire in this Colony are not insured—neither are their vehicles. It is true that the cars belonging to reputable garages are insured but many of those that ply for hire round town are not. Some of these vehicles are owned by professional drivers, and sometimes one car is the property of two or three men, though it is licensed in one name. In the event of a collision between such vehicles and a private car, or if a person were injured, it would, in many cases, be futile to claim damages because the owner or owners are not in a position to pay. Even if, in the last resort, the Court ordered an offending car to be sold, the price would not, in all probability, be sufficient to pay for the cost of damages. This unsatisfactory state of affairs came to our notice at a recent inquest, where the owner of a public motor car, by which a child had been knocked down and killed, was asked whether he could give any financial assistance to the parents towards the cost of the funeral expenses. His reply was that he was too poor to render any help. This is a most unsatisfactory state of affairs and it has been suggested that car insurance (including third party risks) should be made compulsory. Every owner or prospective owner should be in possession of an insurance policy before the vehicle he is to drive is licensed. The present position means that the public are not fully protected against mishaps caused by public hire vehicles, and it is argued that such vehicles should only be permitted to ply for hire after every precaution has been taken against mishap or misuse.

Pedder Street "Lighthouse."

A comment in a contemporary recently regarding the cost of supplying gas to the flashing red light at the General Post Office, leads us to explain how the flashes are caused. A belief held by many is that the light is caused by electricity, but the fact is that the flashes are made by acetylene gas, which is ignited by a small pilot flame jet. A container, into which sufficient acetylene gas is pumped at a pressure to last for three months, is fitted into the interior at the base of the pillar. From this container a pipe runs up the pillar into the red globe. At this end of the pipe there is a valve which, by an automatic arrangement, releases small quantities of gas at regular intervals. This gas is ignited by the small jet, which is connected to the same container. As the gas is burnt the exhaust finds its way into the atmosphere through small holes. Thus it will be seen that the cost of keeping the beacon flashing is not great, a fresh supply of acetylene being required once every three months.

Kowloon's New Buses.

The scheme of replacing the Ford motor buses operating on the Peninsula with large up-to-date buses of reliable and comfortable British makes is proceeding, and when the past year is reviewed it will be found that much has been done in this respect. Recently two Leyland buses and one of Morris manufacture (with the exception of the latter's body), were tested by the police and passed for service with the Kowloon Motor Bus Company. This company has already three 30-seater Leyland buses and one White of similar seating capacity in use. The new Morris, with accommodation for 18 persons, will be used during the slack periods when it is more economical to use a smaller vehicle. Two new Morris buses of similar type will be tested during the next few weeks for

the China Bus Company. Orders for six 20-seater Denny's buses have been placed by the Kai Tak Company. The first three are expected to arrive next month and the remaining three in March. It is probable that later in the year an additional three with a larger seating capacity will be ordered. These will be fitted with a special low loading chassis, the height from the road surface when fully loaded being 1 ft. 9 ins., thus making for ease in mounting and dismounting.

"Life Guards" on Buses.

A fatality recently occurred in Kowloon, through a Chinese, who fell from a motor bus, being run over by the rear wheels of the vehicle, and this circumstance raises the question of the nature and efficacy of the "life guards" which are fitted to the sides of the majority of the vehicles. The idea of these "life guards" is to prevent anyone who might be knocked down from getting underneath the rear wheels, and it is to be noted that in the case mentioned above the man first fell and then rolled under the life guard, the rear wheel of the bus passing over his head and causing death. The obvious comment to be made is that life guards are of little use if they are so high off the ground as to permit accidents like that recorded above. From enquiries made it would appear that the life guards on some of the Kowloon buses are fitted high because of the damage they would otherwise sustain when the vehicles negotiate the big bumps at the entrances to the garages at which they are parked. These bumps are doubtless caused by the coming and going of many heavy vehicles, but it is the bumps that ought to be removed. To raise the guards is tackling the problem at the wrong end and only results in the guards being of greatly lessened value. The matter is one worthy of investigation by the officials concerned.

"One Way" System Wanted.

Our attention has been called to the fact that many drivers, when rounding the Queen's Statue in Statue Square, do so by the right instead of by the left. There have been many instances of cars, travelling down Wardley Street and wishing to turn eastwards into Chater Road in the direction of the Hongkong Club, going on the right-hand side of the Statue instead of on the left-hand side. It would be far safer if all motorists adopted a "one way" system here, though it would appear that the only way of getting drivers to follow this would be by painting white lines or arrows on the roadway. Perhaps it will take a serious accident first, to awaken those concerned to the need of something being done there.

Dangerous Corner.

There is at least one very dangerous spot in the Colony where something ought to be done to impress on drivers more insistently than now the need for special care. We refer to the junction of Lower Albert Road and Garden Road, outside the Volunteer Headquarters. Many cars coming along Lower Albert Road turn into Garden Road far too quickly, notwithstanding the fact that there is a 15-mile per hour speed limit in force there and that a traffic duty policeman signals them on. Fifteen miles per hour is often much too fast a speed at which to turn that corner, where very many pedestrians pass at all hours of the day, but more especially at those moments when a Peak tramcar has just arrived. We suggest that this corner is one at which a prominent "Dead Slow" sign might be displayed with great advantage and benefit.

NOVEL SCHEME.

Hiring Cars for Leave.

We are able to-day to publish the general details of an interesting scheme, whereby Hongkong residents proceeding Home on leave, may hire a Morris car either by the day, week or month. The scheme has been devised because it is realised that many overseas visitors to the British Isles, do not care for the responsibility of having a car on their hands at the expiration of their leave.

The terms of hire are quite liberal, including full insurance to the vehicle, and third party risk, but the owner has to bear the first £50. 0. of any claim paid. Burst tyres are replaced free of charge.

The rate for one day is £1. 10. 0. for seven days £7. 0. 0., and for one month, £25. 0. 0., prices becoming proportionately cheaper as the period of hire increases, the price for eight weeks being as low as £40. 0. 0.

In addition to this scheme, there is an arrangement which provides for the repurchase of a car at the end of leave, it resting with the motorist whether he sells back to the vendor, or to another buyer should a more favourable offer become available.

It is believed that many residents will take advantage of one or other of these systems, and all such may obtain full particulars from the Garage Department of the Hongkong and Shanghai Hotels, Ltd.

ROAD SIGNS AND SAFETY.

Automatic Devices.

Inventors are very busy at present in devising automatic road signals for "guarding" cross-roads and other dangerous points. Experiments made since the installation of flashing beacons several years ago has been rapid, and every encouragement, says *The Light Car and Cyclecar* should be given to those who are endeavouring to solve the cross-road problem.

Developments are pending in another direction, namely, the perfection of the automatic policeman—the Robot which takes all the responsibilities of traffic control at each end of a road-up section. It would be undesirable for the human element to be entirely absent, but the possibility of one policeman controlling a stretch where three may be required under normal conditions is one worthy of close consideration.

SINGAPORE'S TRAFFIC PROBLEM.

Many Similarities to Hongkong.

In view of the ever increasing difficulty of solving the problem of how to treat Singapore traffic in order to make the roads moderately safe, a little consideration of the question may be of some use. I am a fairly expert motor driver and motor cyclist; I often travel in rickshas, and I sometimes walk; I am fairly observant, and if I put down here what I have observed, who knows but some tamby in the Municipal Offices or somewhere may see it and wake up the high official concerned in the matter and tell him about it. When he has

WORK THIS OUT.

Tricky Tyre Problem.

A reader has sent this interesting tyre-economising problem. Try and solve it. The answer will be published next Friday.

"A motorist has three new tyres which he wishes to use alternately so that each will do 6,000 miles on rear wheels. At what mileages must he change them so that each will have more than 500 miles of use more than the others, and at a certain mileage each will have done exactly 6,000 miles. At what total mileage will this occur? He is not to change them unnecessarily."

seen it, it is possible that this high official may even write to somebody about it, and if that should be the case, my efforts will not have been entirely useless.

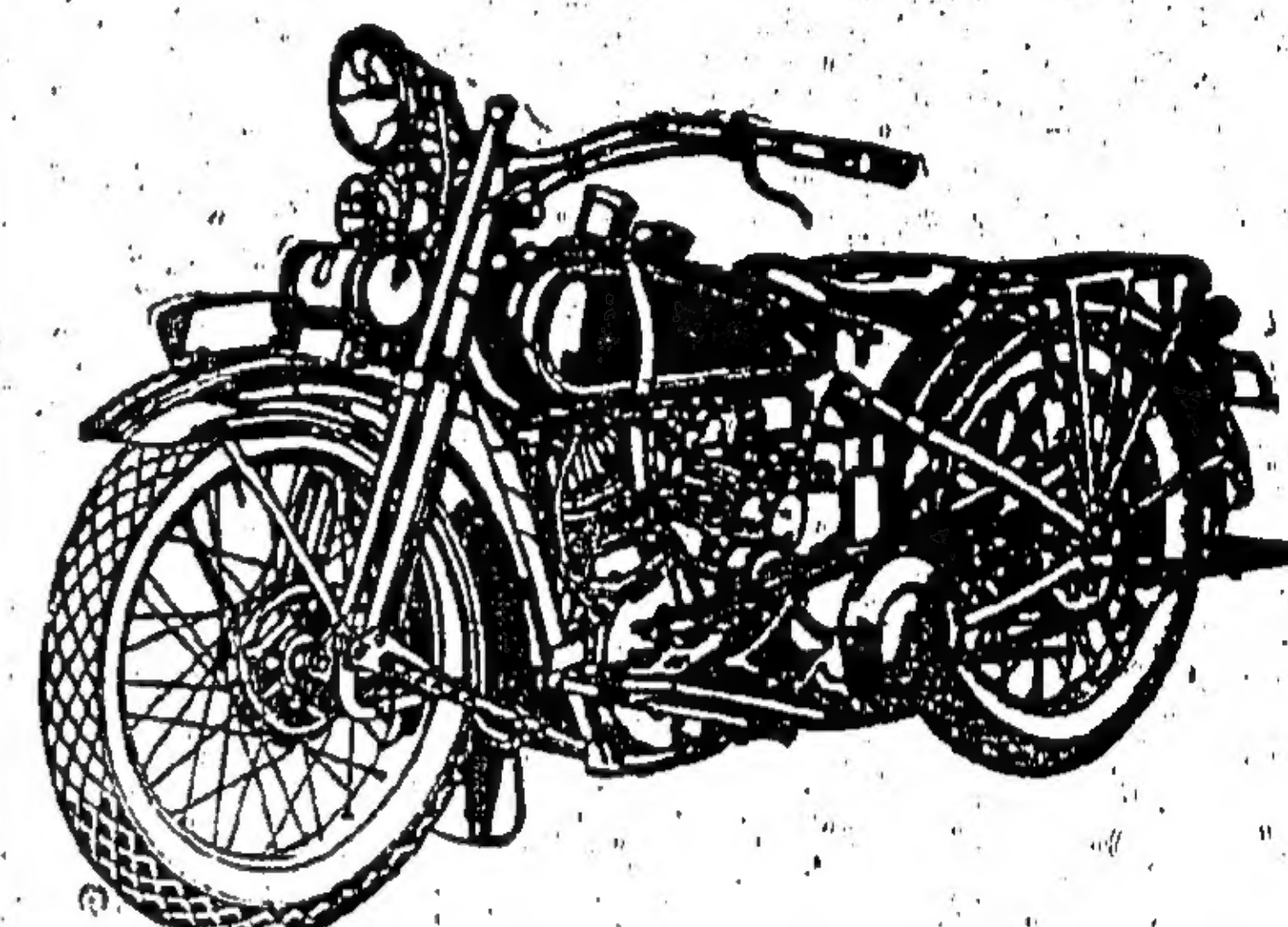
The first thing that strikes the traveller on the streets, whether he goes by car, rick, or cycle, is the absolutely brainless idleness of some ricksha pullers. I don't know whether these pullers have to undergo any test when they go to the Registrar's Office. If they do not, it is time they did; if they do, the man who passes some of them should be ashamed of himself. Some ricksha pullers are very careful, but there are others who think that their only aim in life should be to get under the wheels of as many cars and trolley buses as possible, and to induce, by their behaviour, in their fares a state of acute heart palpitation in the shortest possible space of time. I know a ricksha is not looked upon as nearly so im-

portant a vehicle as an automobile, but after all, the person inside it is alive, and is, like everybody else, entitled to remain in that pleasant condition as long as he can. So if I had my way, I would advocate the appointment of an official whose sole duty it would be to go for a ride with each puller as he applied for a licence, the applicant's performance to be judged by the state of the official's nervous system at the conclusion of the trip.

Now we come to the much-maligned but tremendously useful "Mosquito" bus. This cheap and speedy means of transport is a great boon in Singapore, in spite of all its critics. Admittedly, there are some black sheep, but taking them all round, the majority of these buses are safely driven. The trolley bus, about which no one speaks a word, is the bugbear of all other road users. These juggernauts refuse to stop anywhere except on a street corner or at a crossroads, and the more congested the traffic, the longer they stop. Their delight is to cuddle up as close as possible to the traffic policeman, leaving not even enough room for a motor-cycle to pass. Their shape prevents the driver from seeing if any other traffic is coming up beside him, and even if he could see, I don't suppose he'd care. Motor buses are forbidden to stop at street corners: why on earth does not the same apply to trolley buses, whose stopping at such spots causes a hundred times more inconvenience to other road users. There is no reason whatever why a trolley bus should be treated, like it is, as a privileged vehicle.

With regard to motor cars, the average driver in Singapore is good, and when one considers what he has to contend with, he is very good. He has to undergo a searching test at the hands of the efficient officers of the Police Branch, who make no mistakes, and there are few inefficient licensed drivers on our roads. The only improvement that might be made here is for the institution of casual examination of licences, for there is no doubt that there are a number of people driving without licences. There is no check on them whatever and their existence is unfair to lawful drivers. If these people were liable to be stopped at any moment and asked to produce their licences, a great many of them would prefer not to take the risk.

There is little to be said about motor bicycles. They forbid pillion riding, and although an experienced rider may think it irksome at times when he seeks a fair maiden looking longingly at the seat on his carrier, it is, after all, better that they should, for the experienced rider who really can safely take a pillion rider, is in the great minority. Of course, officials and others of the same calibre who have never been on a motor bike, assert positively that pillion riding is dangerous at all times, but they know nothing whatever about it.



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Thinned-out oil does not protect—it permits friction, causes burned-out bearings, scored cylinders, seized pistons, engine labour and loss of power. At least half of all automobile engines develop the noises of wear long before they should. The cause is not wreckless driving, but wreckless lubrication with used, impure oils.

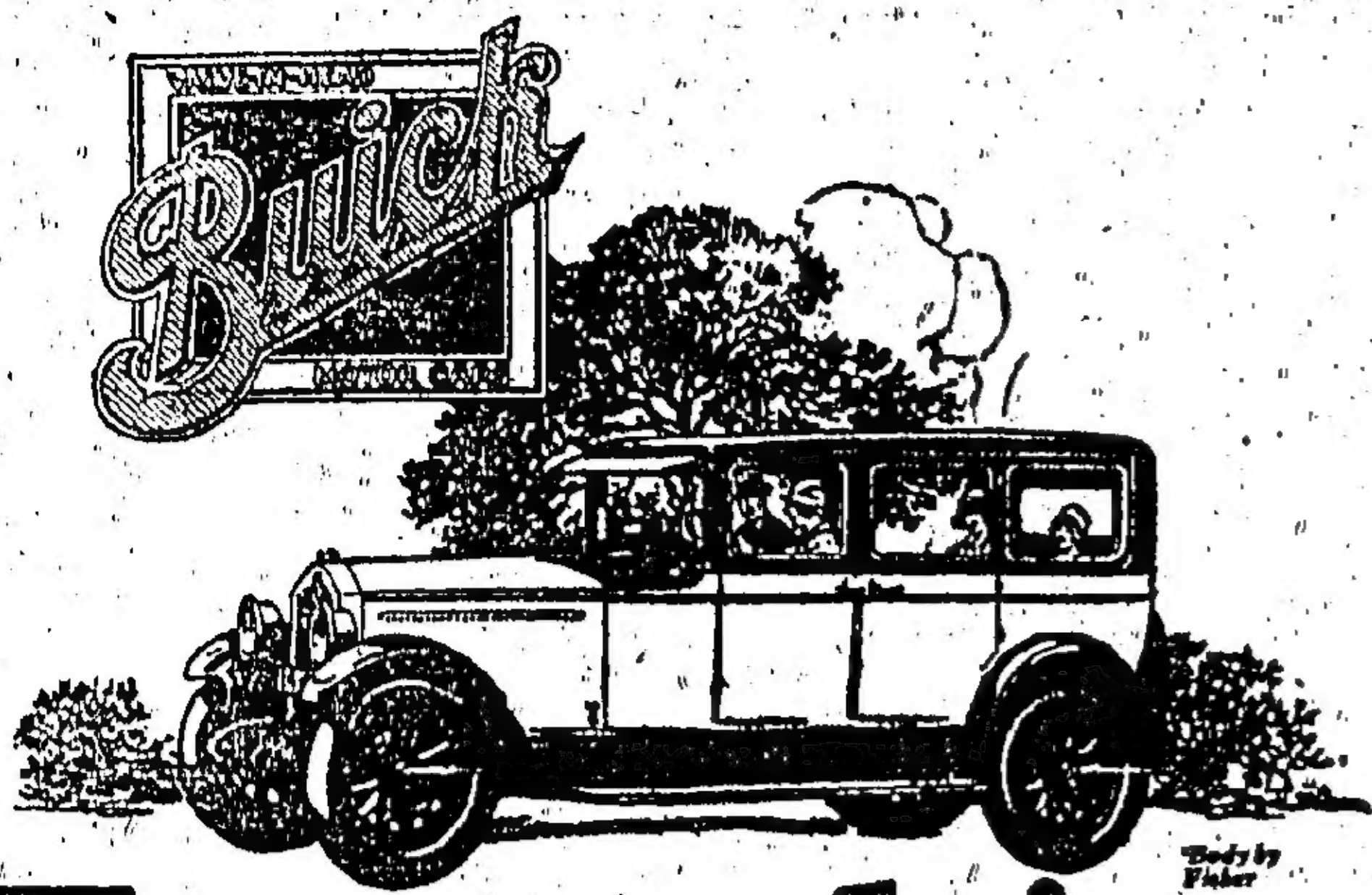
Play fair with your engine. Even with Mobiloil protection, contaminating influences are at work. Keep your Mobiloil full-bodied and fresh. Regularly drain off the old oil, and replace with new, every 1,000 miles, and you'll give your car more miles of quiet trouble-free power.



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Economy Low fuel costs with the efficient Buick engine; only four oil changes a year with the Vacuum Ventilator; increased tire mileage with Balanced Wheels—these are examples of Buick economy. But Buick's justly famous dependability and long life provide the greatest economy of all.

Value Because Buick uses the earnings of leadership to further enrich quality; because Buick constantly strives for improvement; because Buick gives everything a motor car can offer—in greater measure, at moderate cost—it is the greatest value automobile dollars can buy. 14630

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North Bridge, and thence out the Dalkeith Road. There, to be precise, at the Cameron Toll, my sergeant-major friend stopped the motor and shut off the steam. I looked questioningly at him. Was anything wrong with the engine? I wondered. But apparently there wasn't. For, in the cold way all ranks above lance-corporal seem to have, he said,

"We'll change places. You take the driver's seat."

"Good life," said I, all hot and bothered immediately, "but I can't drive."

With a glare reminiscent of bygone days he snapped, "Then, my lad, you will never learn younger."

The next words he uttered after we'd seated ourselves behind the dashboard were something on these lines: "This is the switch, here, the hand brake. There, the accelerator. Then the clutch. Got that?"

Before I had a chance to reply he went on.

"Start up the engine will you?" Somehow or another I managed to set the old engine going, though, from the sounds it made, reluctantly.

"Now," said my tutor, "put it into first speed."

Vacantly I regarded him, and as near as possible the following deluge burst forth. "Put off your hand brake. Your hand brake, man! Press the clutch—the clutch, idiot—not the confounded throttle. That's right. Now slip her into first speed, and at the same time trip lightly on the juice."

I was dazed for the moment. Then with a fierce abandon I recklessly laid hands on everything sticking out on that car that bore the least resemblance to a clutch or a brake. It was no use. Nothing happened except an asthmatic cough from the bonnet. Glaring balefully at me my mentor then said testily, "We'll begin again."

After several hours of starting all over again, we at last began to move forward along the road, slowly at first, then faster.

"This is the stuff to give 'em," I chortled later to my companion. "I always knew it was only confidence I lacked."

But the sergeant-major didn't seem to be imbued with the same elation. Instead, "Slow down," said he suddenly. "Now pull up."

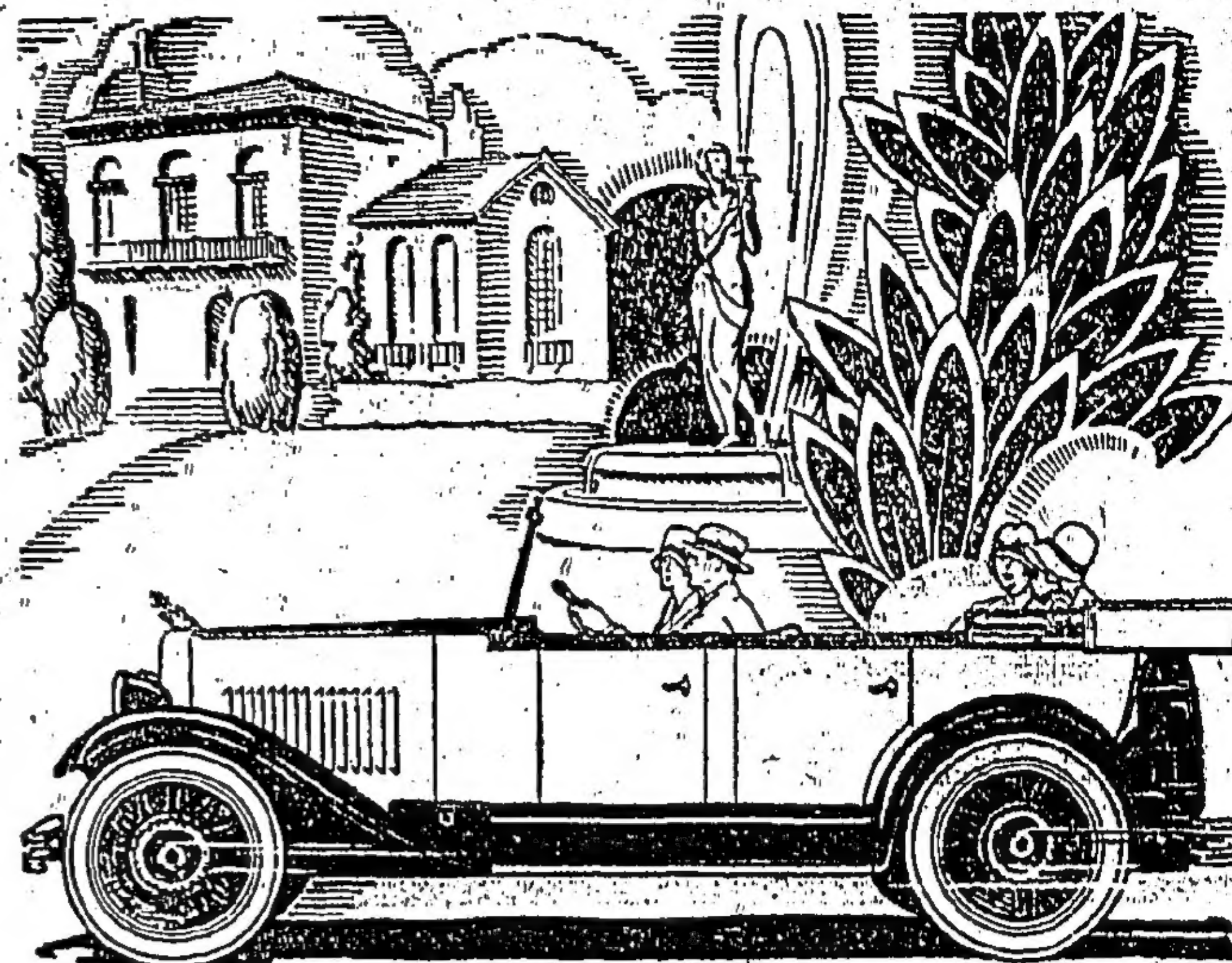
In an instant all my recent self-assurance had vanished. I became a dithering imbecile. Wildly I jockeyed about with several knobs and things. Far from slowing down, or even stopping, the car bounded forward like a fiend let loose.

"Just as I thought," issued from the sergeant-major's teeth; "you put your lumbering big hoof on the throttle."

To cut a long story short, I tried ever so earnestly during the following week to master the driving of that car. It was all to no purpose. Instead, as a matter of fact it almost ended in a tragedy.

You may have observed the hedge that skirts a market-garden which lies between Aberlady and Gullane? No? Well, no matter. The point was merely that that was where I eventually succeeded in putting the sergeant-major's car. Right through the hawthorns and among the cabbages and leeks.

On that site also the scene was laid at which my driving lessons ceased. Among other cogent things the sergeant-major said at our parting were these words: "Call yourself a traveller? You! you'd make any self-respecting traveller weep. My advice to you is to stick to perambulators, they'd be more in your line." H. H.



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at a restful angle, offer unequalled riding ease because of balloon tyres, shock absorbers and springs cradling four-fifths of the wheelbase.

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STUDEBAKER'S
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LEARNING TO DRIVE

Brief Career of an Embryo Motorist.

It is the simplest things in life always that beat you. Who, for example would ever have imagined a normal twentieth century specimen of manhood, such as I pride myself in being, to find himself in difficulties over learning to drive a car? Nobody. Such a unanimous verdict would, of course, be most gratifying if I deserved it, but I don't.

I failed miserably in my recent attempt to master the gentle art of motor driving. Instead of being a proficient driver to-day as well I might, considering the hours my tutor wasted on me, I am no clearer now on the fine differences, which appear to exist between a clutch, a magneto, and a footbrake, than I was a week ago before ever taking in hand to drive.

At one time, in blissful ignorance, I was wont to think that mere motoring began and ended with putting on a beret, pulling gauntlets over one's elbows,

ticking the carburettor, and flying along Princes Street like the wind. Since then, having had some, I have discovered how wrong I was, and, because it happened that my tutor was an ex-sergeant-major, how many different kinds of a

It was this way. The firm that has the honour to employ me took it into its head some time ago that all its travellers must be taught to drive a car. Very soon, nothing daunted, the same firm decided to approach me on the subject. Believe me, I was not at all blate. In fact, I was rather taken with the idea.

So, one fine morning instead of as usual, and as I have been in the habit of doing now for about a hundred years, or thereabouts, I carrying a hefty bag of samples round all the iron-mongery shops (mangles being my line), in search of orders, I made my way to a well-known garage.

There, the perfect gentleman to whom I have already referred, was in waiting for me. I shall not insist that in his eye there lurked a steely glint, for the reason that the same has been said so often

before about sergeant-majors. Besides, as a fact, this particular relic of the sergeants' mess didn't appear fierce in the least. On the contrary, he was most affable at our first meeting.

"Mr. —?" he said to me, extending a hand all gnarled from years of coming smartly to the salute.

"Exactly," said I. Then, with one of these silly, nervous laughs which come over me always whenever I am in proximity to sergeant-majors, I added, like that fool I am, "Ahem, I'm sure I shall be the veriest gommeral at this motoring business."

That did it. He looked at me, prejudiced at once. And for the instant my senses oscillated. I was back again on the parade ground in Aldershot. A raucous voice echoed in my ears. Later an escort made an appearance, and, finally, I pictured myself being once more lodged on the wrong side of the guard-room wall.

Recovering my aplomb, however, I at length got up beside him in the car, and we forthwith set out, he driving of course. We weaved a dexterous course up the

MOTOR-CYCLE RACE BAN.

Brooklands Track Ruled Out.

Brooklands track can no longer be used for attempts on the world's motor-cycling records for the flying mile and kilometre distance.

This important decision, which will seriously hamper British riders, has been communicated to the Auto-Cycle Union, the British governing body of motor-cycling sport, by the Federation Internationale des Clubs Motor Cyclistes, the world-governing body.

Apparently the international rules governing these records state that the distances must be covered in either direction on a level course. The French representative on the governing body raised the question of Brooklands track.

Britain's Records.

Even since the beginning of motor sport this track has been recognised as a fit and proper place for these records. But at the recent meeting an objection was raised on the ground that riders

obtain an undue advantage as they can get up speed on the banking and during the dive down on to the straight. After a long discussion this view was upheld by the F.I.C.M.

The communication of the decision to the A.C.U. has caused something like consternation. Britain holds nearly all the class records for these distances. They are records which are coveted by motor-cyclists all the world over.

Apart from Brooklands there are only two other places in this country where these records can be attempted—the sands at Southport, Lancashire, and Pendine, Carmarthenshire. But in either case the expense will be very heavy.

"Unless the A.C.U. get the decision reversed," said an official closely connected with the latest development, "British riders will be heavily handicapped as regards these important world's records, and this is greatly to be regretted, considering the enormous prestige we have won recently as a result of our successes."

"The Brooklands banking, in the opinion of most riders, gives no advantage. Modern motor-cycles get up their engines speed so rapidly that the banking makes no difference."

MOTORS IN PHILIPPINES.

A Boom Last Year.

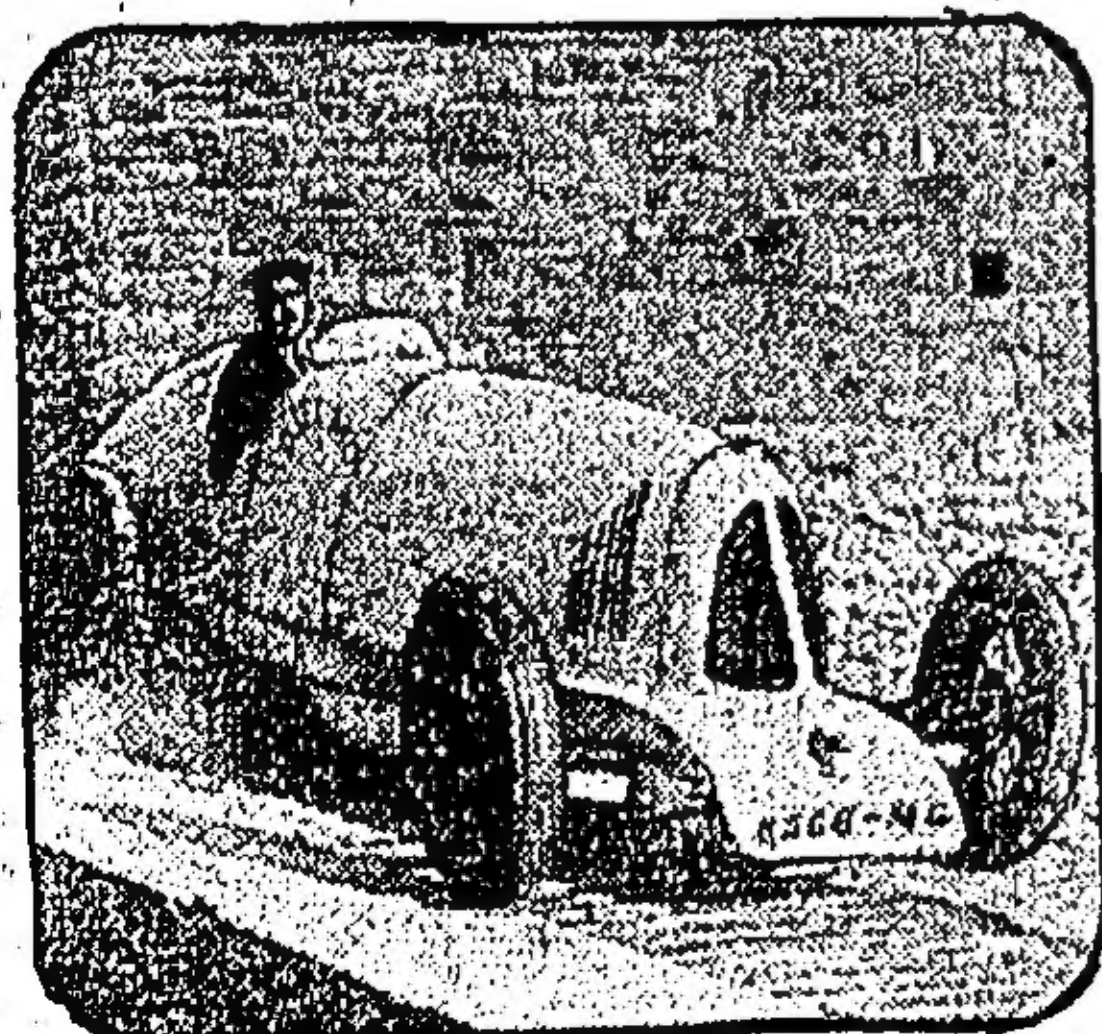
Last year was a boom year for the automobile business in the Philippines, according to the figures furnished by the automobile division of the bureau of public works. The total number of motor vehicles registered for 1927 was 28,032, as compared with 25,000 of 1926. The total receipts from fines, fees, automobile registrations and licenses amounted to Pesos 1,150,000 as against Pesos 985,051.28 of 1926.

These figures do not include registration fees of cars near the close of the year, whose owners want to register them in 1928. Efforts are made to force car owners who wished to save payment of registration fees for 1927 pay the corresponding license, it was learned.

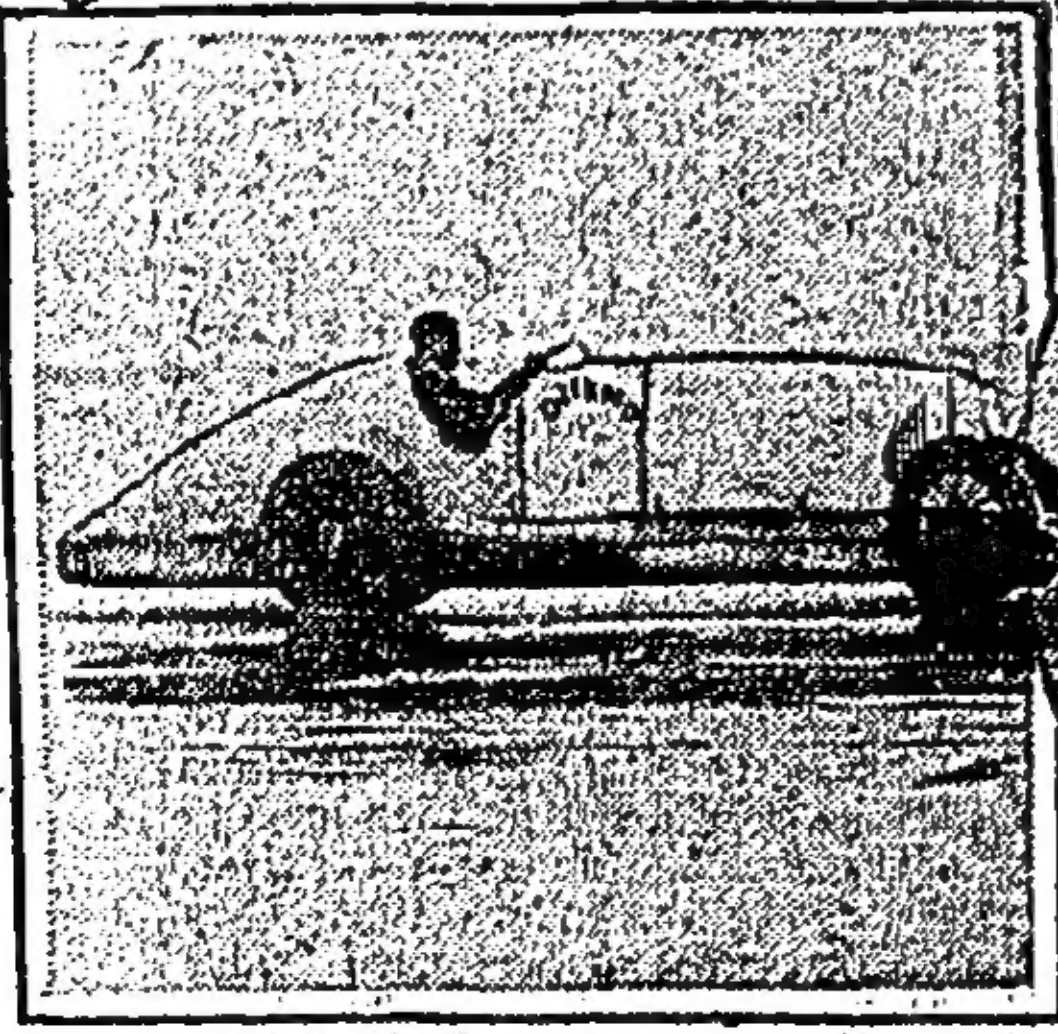
LIGHTS MUST BE RIGHT.

Motorists running through California with lights in violation of the California vehicle act must appear within 24 hours with his lights properly adjusted.

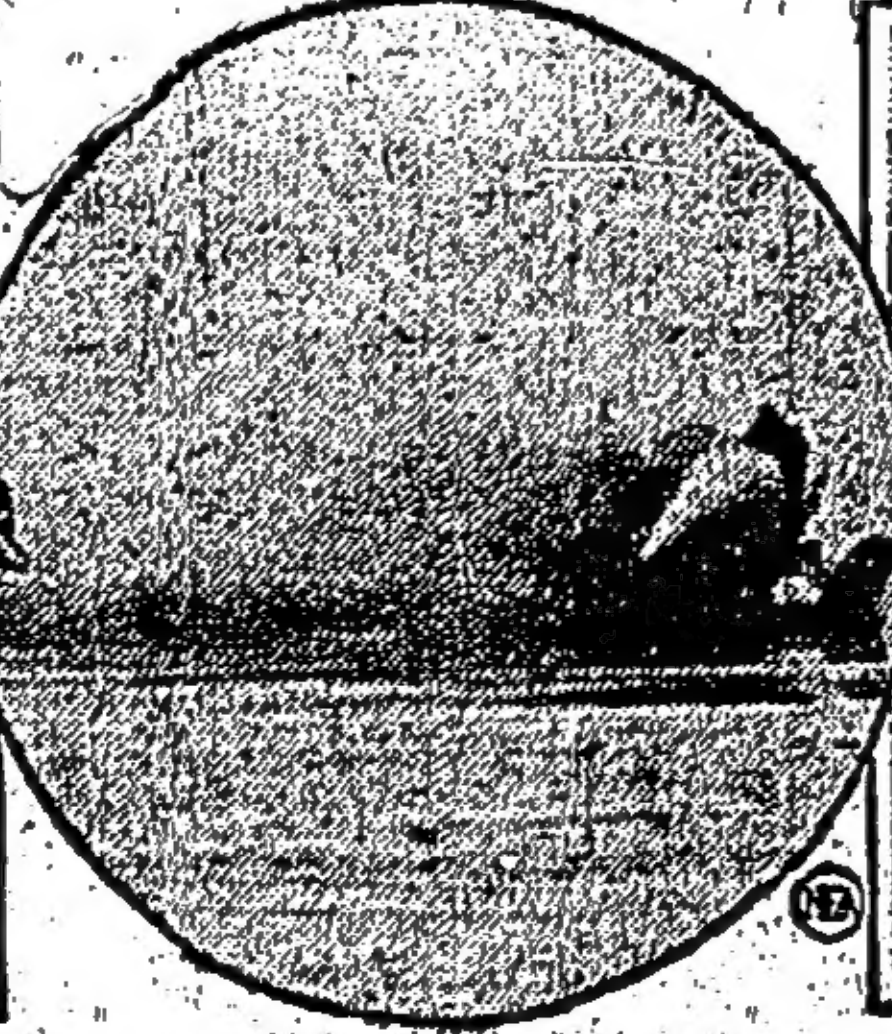
AS THE CAMERA CAUGHT A MOTORIST'S FALL-AT 150 MILES AN HOUR!



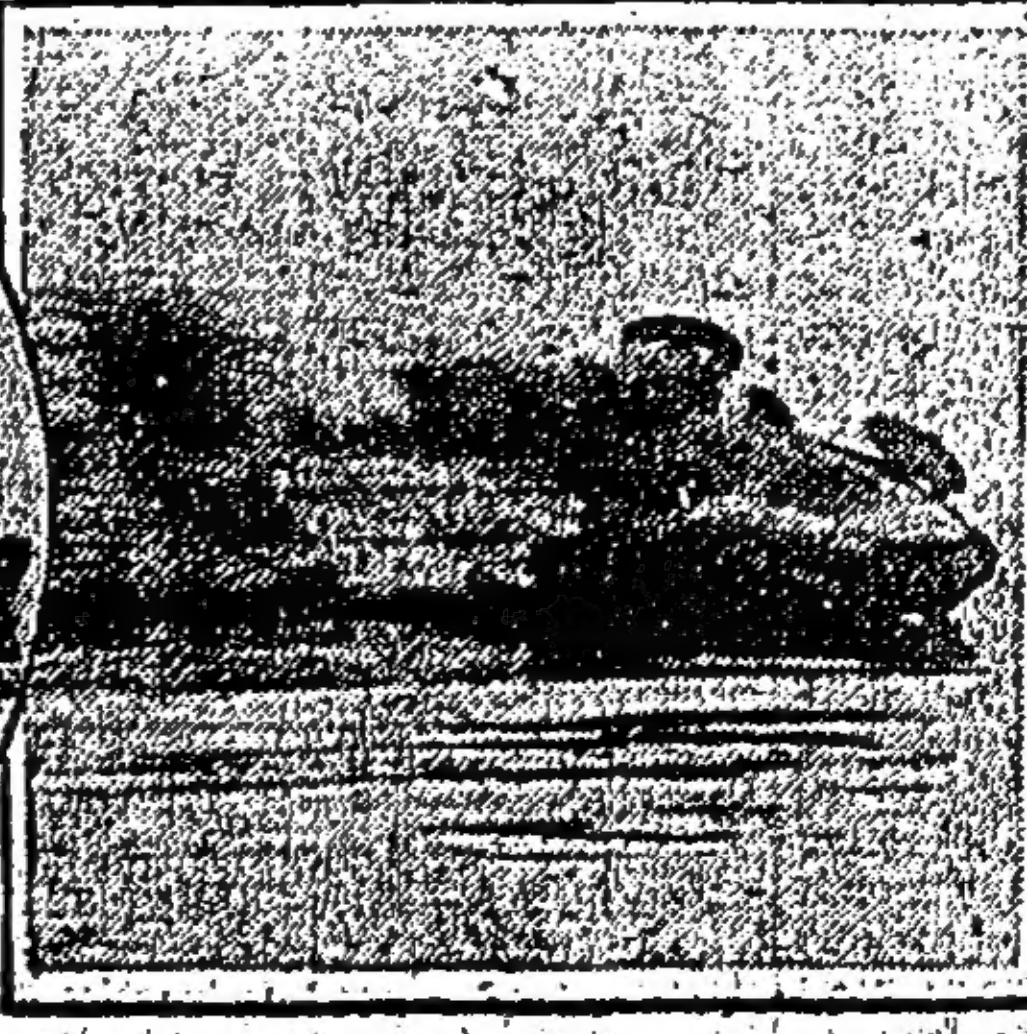
Hopefully, confidently, Foresti, Italian racing motorist, starts out to break speed records.



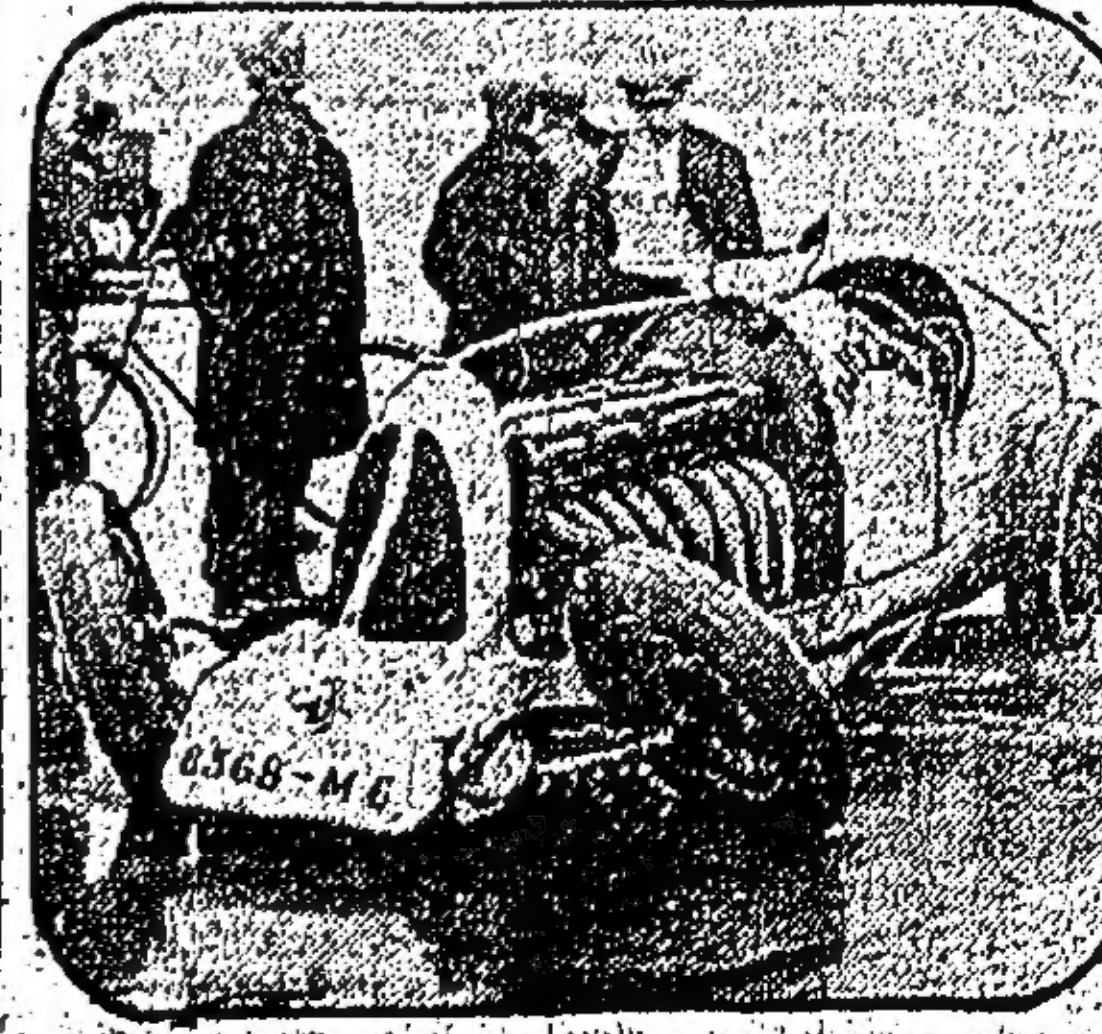
His Djelmo racer is soon racing along Pendine Sands, Carmarthen, Wales, when—



While roaring at 150 miles an hour, it skids and overturns.



A second somersault it executes, sand, flame and smoke its trail, to land—



An irreparable wreck, upright on its torn and twisted wheels, Foresti's marvel at Foresti's escape.

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SIMPLIFIED GEAR CHANGE.

Overcoming New Obstacles.

In spite of the steady improvements recorded in the design of cars in almost every feature, there remains one unit which, taken as a whole, is scarcely better than it was twenty years ago. It is a rare occurrence to find a combination of clutch and gear box which gives as easy gear changing as we had on some of the historic cars at the beginning of the century. The gear boxes themselves, and to a lesser degree the clutches, are very much better than they were—better designed, better constructed, and in some cases made of better material—but the means for their easy operation have by no means improved at the same rate.

All the conditions are, of course, totally different to-day. With our engine speeds twice, and sometimes three times, as high as they were in the old cars, an entirely new set of obstacles has to be overcome before we can get that swift, noiseless gear change which some of us can remember with so much regret. That, however, is really no excuse for the almost universal fact that we cannot "go through the gear box" in the way we should. We are now so accustomed to having to "double declutch"—an operation, if analysed, decidedly complicated—that we forget that its necessity is a confession of failure on the part of modern gear box designers.

Some devices were shown at Olympia this year, designed to obviate these drawbacks, one of which, the Humphrey-Sandberg free-wheel clutch, I have recently had an opportunity of testing, fitted to two totally different types of car (writes John Prioleau in the Observer). I found it a remarkably interesting device, and, so far as could be judged from a brief trial, completely successful. With the clutch in action, gears can be changed either up or down, at any speed at which the car may be moving, without disengaging the clutch and without making any noticeable sound. Actually, this invention may be said to reduce practically every gear box to the same level of ease of operation.

The clutch consists of two concentric members, between which lie cylindrical rollers set at an angle to the axis of the shaft. The surfaces are so formed that the rollers make full line contact on each member when in this skewed position. Normally, the two members are kept in contact with the rollers by means of light spring pressure, which means that engagement takes place automatically in one direction of rotation, and disengagement in the opposite direction as one member moves towards or away from the other. This is the free-wheel action. The complete outfit consists of two clutches with opposite directions of engagement fitted to the propeller shaft between the gear box and the back axle—actually in practice, inside the gear box itself, which is built to accommodate them. They are quite small, being not more than about four inches in diameter.

The device is put into action or held out of it by means of a short convenient lever, so that when at any time it is desired that the car should return to its normal fixed gearing, a light pull is all that is necessary. The effect of the free-wheel position is this: When the accelerator is released, both main and lay shafts in the gear box come practically to rest, which allows a noiseless and swift change. Lower gears can be engaged at any road speed, as the car overruns until the engine is accelerated sufficiently to take up the drive. For example, if the car is running at a speed of forty miles an hour in top gear, and it is desired to make a fast climb of a hill ahead, the free-wheel allows the driver to engage third speed immediately after closing the throttle. The car will not be "driving" on third gear until the engine has been accelerated up to the correct revolution figure. The automatic free-wheeling which occurs during a large proportion of the car's mileage is bound to result in considerable fuel economy, not to speak of a saving of wear and tear on the engine and chassis parts. The reverse clutch is controlled so as to ensure smooth slipping engagement. If it is engaged when the car is moving forward, the control may be arranged so as to prevent destructive shocks to the transmission, and to give a gradual braking effect.

The cars on which I made a personal test of this very interesting invention were a popular 14 h.p. four-cylinder and a 12 h.p. four-cylinder. The former had a three-speed gear box and a light flywheel, and the latter a four-speed box and a heavy flywheel. With the former, changes up or down by means of the patent clutch could be effected far more quickly than with the latter. The reason for this was that the engine with the lighter flywheel reduced its revolutions on the throttle being closed much more readily than the engine with the heavy flywheel. Apart from this, however, there was no difference in the operation of the device. With the second gear one had to wait perhaps three or four seconds longer for the moment when the gear lever could be pushed into any one of the positions.

The sensation of driving with the Humphrey-Sandberg clutch is remarkably pleasant. The car appears to run unusually smoothly and noiselessly—which, indeed, is practically the fact. So much free-wheeling is done in the ordinary way of driving that the engine is actually working what seems to be about half the time it would be with a normal fixed-gear car. Further, owing to its so often running light, the ordinary noises of either engine, transmission, or common rattles, are greatly reduced. A point which interested me was that there was no sensation, as I expected, of the reduction of braking power. Actually, there must have been, owing to the absence of the effect of the engine compression, but it was unnoticeable. The clutch, I understand, is being adopted permanently by one or two British makers, and others are giving it a careful trial. I was informed that the extra cost when it is originally built into the gear box, is so low as probably not to affect the price of the complete car to the user.

OVERHAULING THE ELECTRICAL SIDE.

How to Get the Utmost Efficiency.

Many car owners now making much more use of the lighting equipment than they did in the Summer may have found that the efficiency of the equipment has become reduced; the lights are less brilliant and the charging rate shown on the ammeter is, perhaps, several amperes down. The battery does not appear to have the capacity it had originally and, incidentally, there is a want of vigour in the starter.

The cause may be attributed, in general terms, to want of attention to the equipment during the period it has not been needed. The first step will be to get the battery into good order and the charging rate up to its full value. It is surprising how many neglected batteries that are sent to service stations for overhaul are found to have acid in them so weakened by undue additions of water that it is no use as an electrolyte, therefore test the acid with a hydrometer and see if it is appreciably below standard. In this case, it would be better to run the battery down on the lamps and empty out the weak acid and refill with new acid of the initial gravity specified either on the battery case or in the manufacturers' charging instructions booklet. The next step will be to charge the battery.

The Dynamo Brush Gear.

The vital part of a dynamo is the commutator, with its brush gear; hence manufacturers provide comparatively easy access to this part. The conditions for efficient working of the commutator are that it should be quite clean, there must be no greasy film or discoloured places on it and the brushes must press on the commutator with just the necessary degree of pressure. If it is too light there will not be perfect contact; and if it be excessive it will wear out the brushes and in time will "groove" the commutator so that an expensive machining operation will be necessary to get it into good condition again. For cleaning the commutator it will suffice to press on it, whilst the dynamo is running, a piece of soft clean rag on which a few drops of paraffin have been placed, then go over the surface with two or three changes of clean paraffined rag. Do not use petrol on the rag, as there are inherent dangers in so doing.

It is just possible that the brushes will require renewing—a set should, however, last for 6,000 miles—but in any case new brushes are easily fitted in. What is known as a "pig-tail" attached to each brush, a flexible copper connexion, has to be fixed to a screw on the brush holder from which the old one has been detached. Be careful to use only the replacement brushes supplied for the particular make and type of dynamo. Before putting on the end cover of the dynamo and whilst it is not running examine round about the commutator and brush gear for carbon dust and remove it by means of a stiff bristle brush. Assuming there is no radical fault in the dynamo, it should now show full charge rate. Of course, it must not be overlooked that there are still many belt-driven dynamos in use, and the necessity for having the drive efficient should be self-evident.

The Lighting System.

With the dynamo and battery put in good condition, the rest is a matter of detail. Suppose the head or side lights are not equal, have a look at the bulb that is not showing a good light; it may have blackened or not be making proper contact in the holder, due to corrosion resulting from damp. The bulb contact and plunger in the holder should be carefully scraped quite clean. In some cases it saves time to put in a new bulb to get equal brilliancy; the old one being kept for an emergency. The tail lamp is apt to be neglected, therefore it is as well to overhaul it.

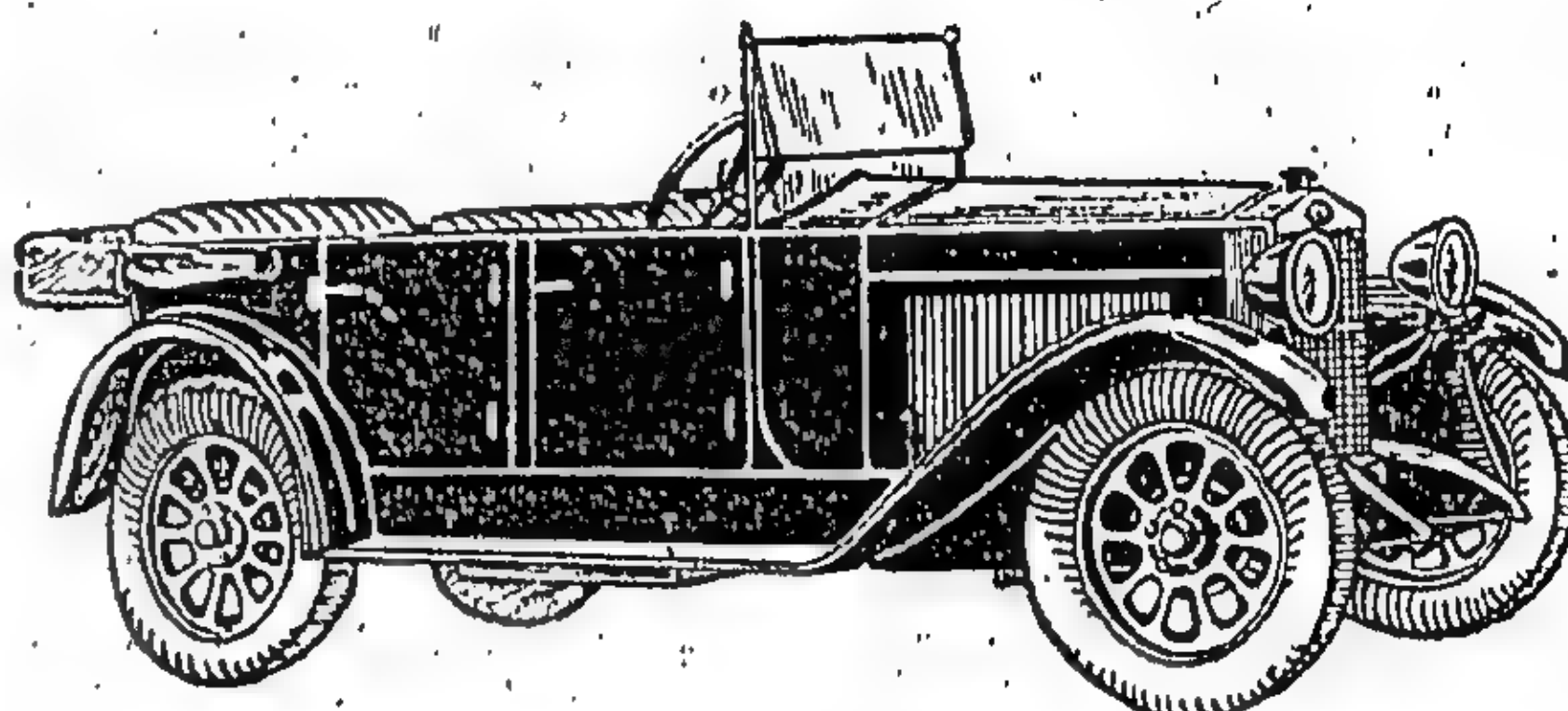
There should be no necessity to have to do anything to the switch-box or cut-out. The adjustment of the latter is permanently set by the manufacturers and is not intended to be altered except when actually necessary, and then only at the manufacturers' service station. It is not impossible for a loose connexion to occur, but any detail of this description should be very carefully handled.

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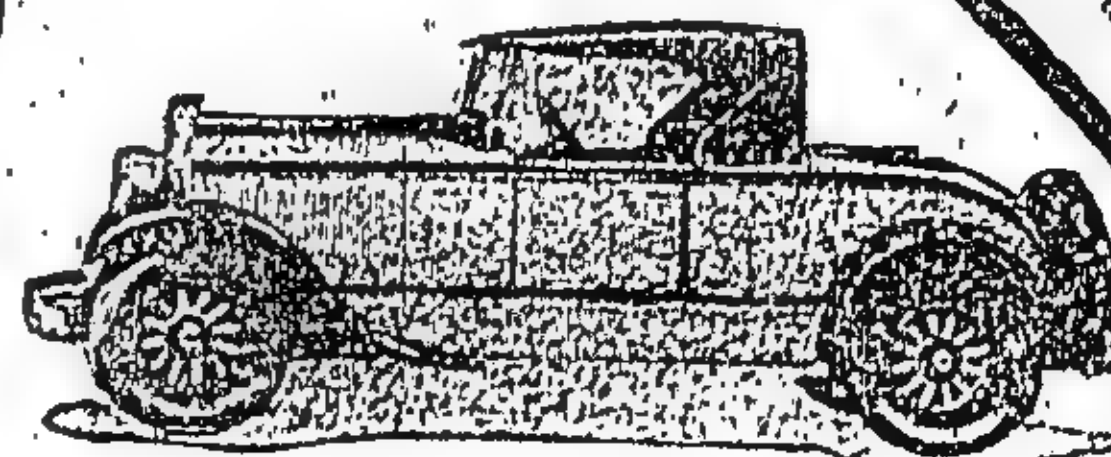
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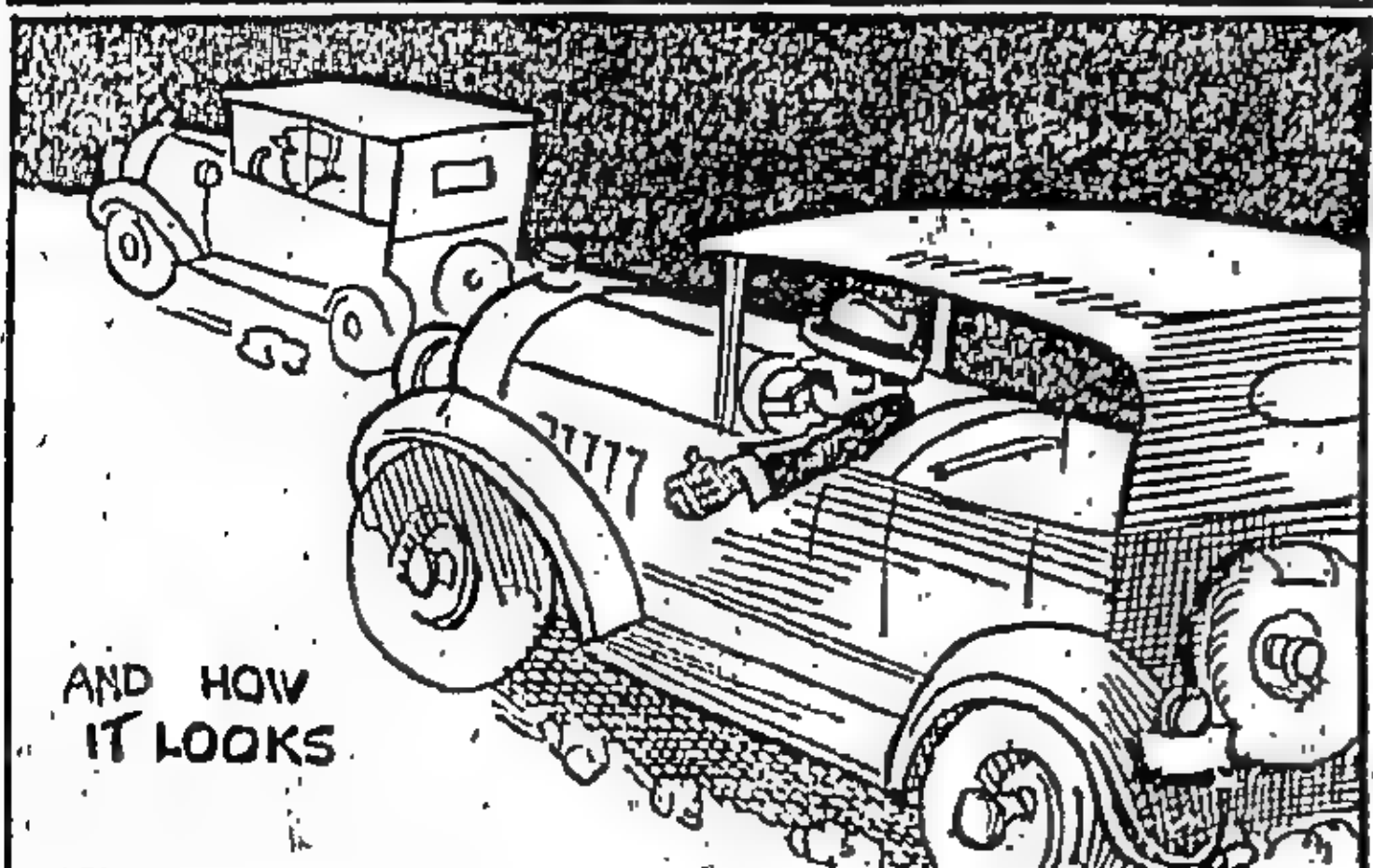
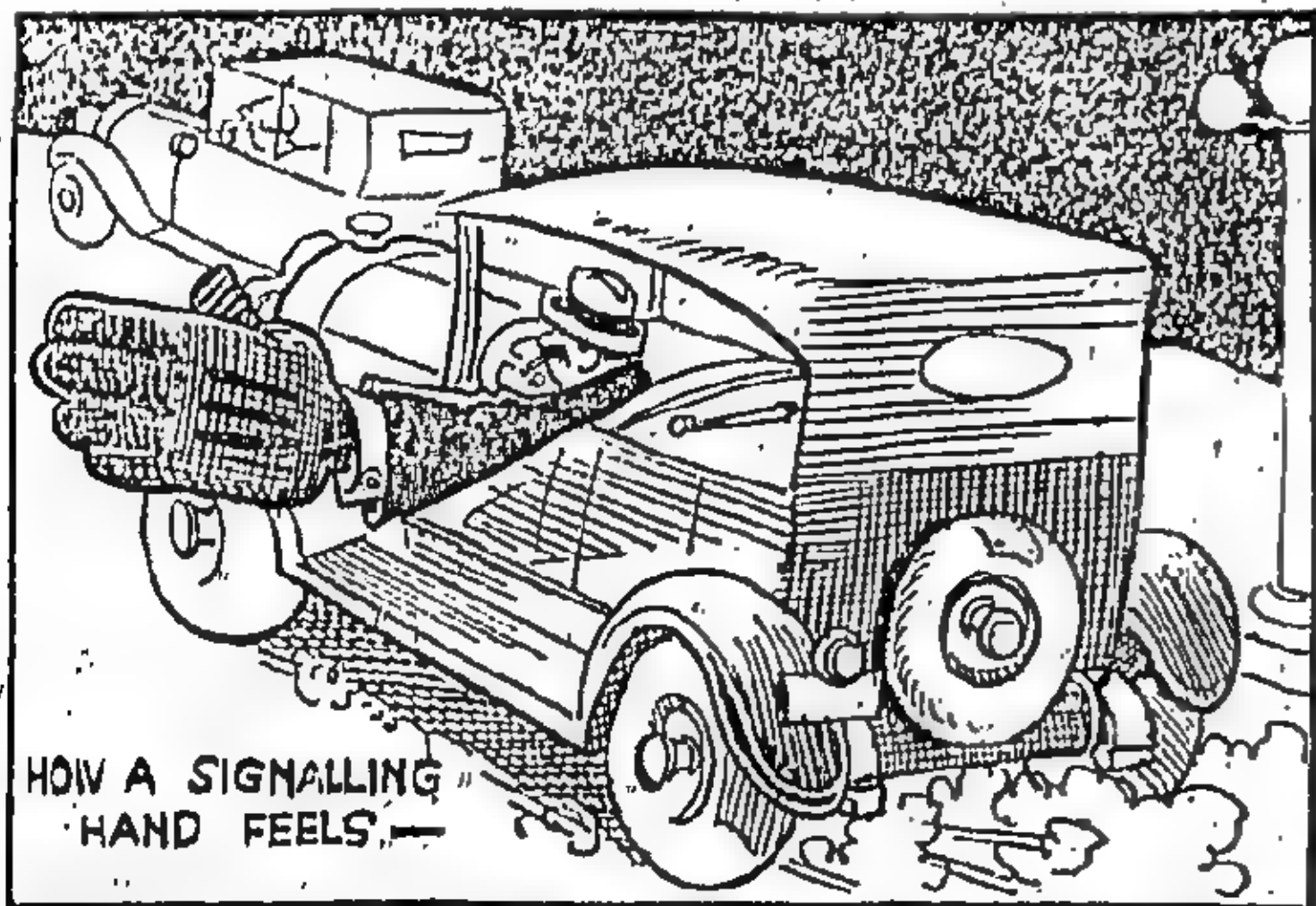
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BRITAIN'S STRENGTH.

Can Supply World's Motor Cycles.

It has recently been estimated that the present world's motor cycle requirements annually are in the region of 250,000 machines, and an investigation has been made of the capacity of British factories to supply this number. The result indicates that equipment and organization exists which can be expanded with ease to supply these requirements provided arrangements could be made for an equality of distribution throughout the year.

The estimated production of British motor cycles to-day is in the region of 130,000 whilst British component manufacturers export supplies to Continental manufacturers, which represent nearly 30,000 additional machines. Of the balance of the world's requirements about 42,000 machines are available from American sources, so that the

FINE INSURANCE IN AUSTRALIA.

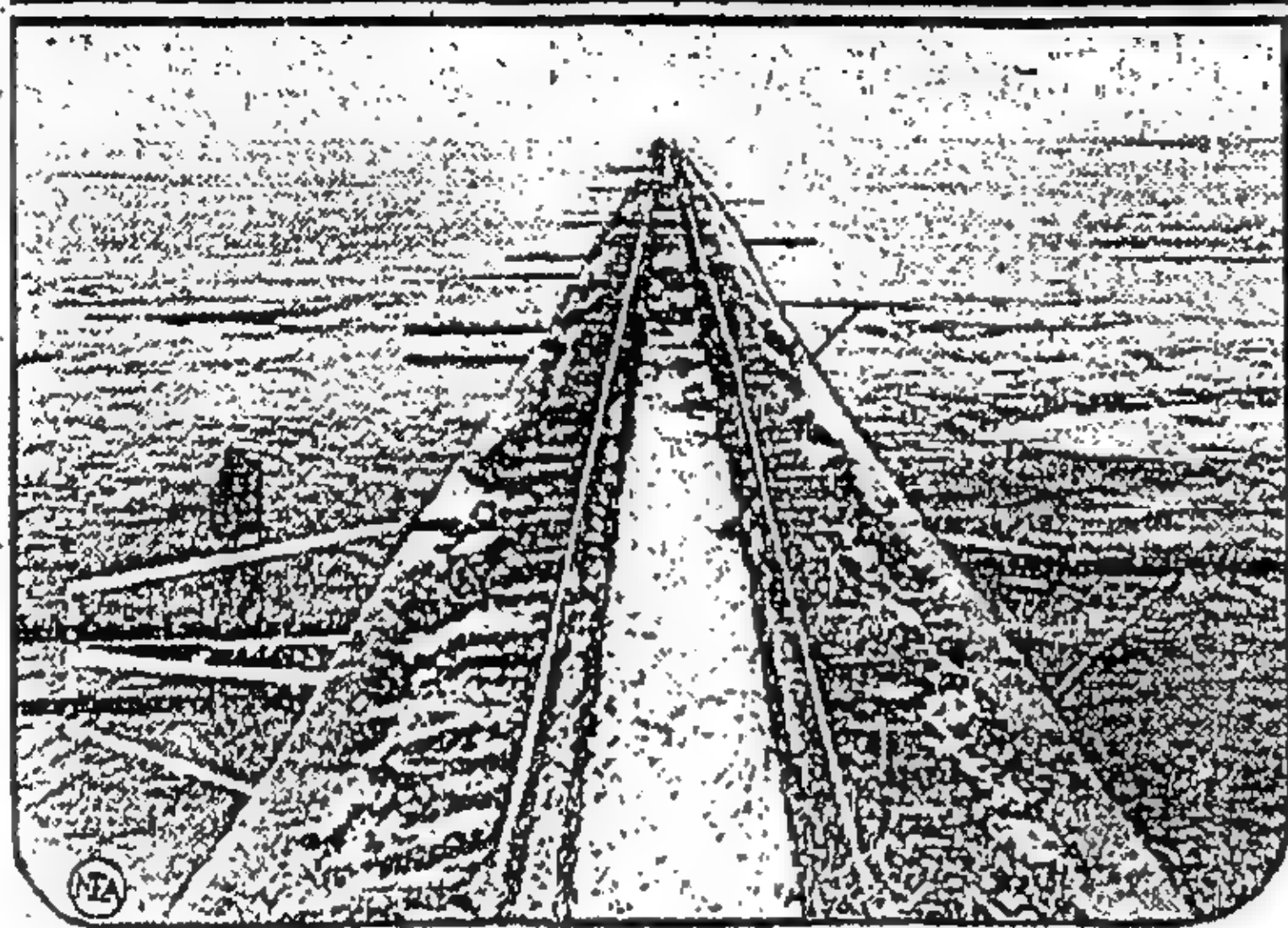
An insurance company of this city gives motorists immunity from appearing in court, fines and costs, in violation of parking or police regulations. The yearly cost of this insurance is one pound five shillings.

expansion of production necessary would be relatively small.

British manufacturers, however, are resolute in their policy to maintain quality as well as competition in prices. Increase of production is an important but secondary consideration.

In 1926 the total value of British cycle and motor cycle products amounted to £5,627,592, as compared with £6,329,770 in 1925. As the number of motor cycles exported was 48,391 in 1926 as compared with 46,642 in 1925, and the number of complete cycles in 1926 was 280,051, as compared with 275,628 in 1925, the decrease in total value of business is due to price reductions made in the interests of the buying public.

TO DRIVE ACROSS VIADUCT.



Kenneth Goodson, expert driver, is shortly to attempt to cross the Florida East Coast Railroad's long cross-key viaduct by automobile from Miami to Key West. Forty miles an hour is the speed he hopes to maintain so as to minimize bouncing on the ties.

SOMETHING NEW IN SPRINGING.

Striving to Eliminate Rebound.

There is abundant evidence that suspension systems are receiving a considerable amount of attention in this country, on the Continent, and also in America. That this should be so when roads all over the world are being steadily improved gives rise to thought, and it may be that the limitations of present springing systems are being realized owing to the demand for greater comfort and the increase in car speeds.

Within the last few days we have made brief tests of three systems designed on novel lines, and while test springs are employed in two of these, rubber alone is utilized in the third. In the Armstrong system, designed by Mr. Gordon Armstrong, of Armstrong's Patents Co., Beverly East York, quarter-elliptic springs are used, but are not attached to the chassis by a member pivoted on a cross bar between the dumbbells, while in a bracket on this member the butt end of the spring is bolted, the other end being shackled to the frame in the ordinary manner.

It is claimed for this system that it gives an effective lengthening of the wheelbase so far as riding comfort is concerned, and the action of the spring when the wheel encounters an obstacle may be gathered from the diagram. Moreover, owing to the large size of the pivot bearing, wear at this point is reduced to a minimum and any side-to-side movement of the axle relative to the car is eliminated, giving good road-holding qualities and an absence of rolling.

A brief trial showed that the suspension was an improvement on that normally fitted to the demonstration car, especially as regards the front springs, while on a bad surface there was no sense of road shock, and the car gave that easy floating sensation usually associated with a long wheelbase and considerable weight.

In the system patented by Major W. G. Wilson, C.M.G., B.A., M.I.C.E., M.I.A.E., leaf springs are employed, but are supplemented by springs arranged longitudinally under the frame side members and connected with the front and rear axles, and pivoted at their mid points to suitable brackets on the frame members. The object of the design is to control the pitching movements of the car.

The ordinary quarter-elliptic springs are known as the secondary support, while the leaf springs which rest on their axles at their outer ends and are attached to the pivoted yoke at their inner ends are known as the primary support. The action of the system is as follows: pitching movements in a fore and aft direction are absorbed by the secondary support, and result in a slight movement around the pivot of the primary support, while all vertical movements of the chassis are absorbed by the springs of both supports, and by suitably designing the springs a definite value can be provided for pitching, and a definite combined value allowed for vertical movement.

Extremely Severe Test of Springs.

This system was tested as applied to a 14-40 h.p. Vauxhall, the normal half-elliptic front and cantilever rear springs being much weaker than standard, as they were supplemented by the pivoted longitudinal springs, shock absorbers being fitted also to the front axle. The car was driven over a rough and pot-hole road at speeds up to 40 m.h.p., and although there was, naturally, considerable movement of the body, so that the occupants were thrown about on the seats, they were not actually thrown off them. So great was the amplitude of movement of the front axle that the off-side shock absorber was bent up so that it fouled the steering, but the springs successfully withstood the great stresses which must have been imposed upon them. In normal use the suspension proved very comfortable, pitching being entirely absent.

In the third system which was brought to our notice no springs were employed; the connection between frame and axle being made by serrated rubber blocks in metal housings. An idea of the construction may be conveyed by likening it to that of a mangro copling. A serrated metal member is attached to the frame, and engaging with this is a serrated rubber ring. With the other side of the rubber ring engages another serrated metal member from which extends an arm attached to the axle at its other end. Movement of the axle results in a slight rotary movement of the serrated metal member connected to it, and this is resisted by the rubber stretching, as a consequence, in a circumferential direction.

When the load is removed, the rubber returns to its original position, but, unlike a steel spring in its behaviour, it does not pass beyond its normal position and, therefore, there is no rebound.

This suspension system has been patented by Mr. W. L. Adams, and has received considerable attention in the United States. It possesses advantages from the manufacturing point of view, for the housings for the rubber blocks can be simple steel pressings, and spring shackles are eliminated, together with the necessity for lubricating them.

It might appear at first sight that the resiliency of the system arises partly through the flexibility of the radial teeth in the rubber ring, but this is not actually the case, as the serrations are simply to hold the ring and prevent it turning. A short run in a light car fitted with the Adams system was sufficient to prove that from the point of view of comfort the suspension gives excellent results, there being no rebound. It is stated also that experiments show that the life of the rubber blocks is not likely to be a difficulty, those on the demonstration car, having been in use, so we are informed, for a very considerable time.

A WONDERFUL GARAGE.

An Adventure in Paris.

At the present moment, when every man, woman and child motors, it has become part of the general education of both girls and boys to learn to drive. In fact, in the up-to-date schools in Paris, motor, driving forms part of the curriculum that can be taken by all who wish to do so.

With the French system of apartment houses—I should say, flats—it is impossible to own a private garage. This luxury is only permissible in the rare private houses in the big cities. It is, therefore, not surprising that a very modern garage, such as the Banville, under the management of M. Henri Terrasse, a well-known engineer from the Ecole Polytechnique, should have proved such a successful undertaking.

For 800 Cars. In this garage there are nine floors, sloping from basement to ceiling, to accommodate 800 cars. These can drive up and stop where required.

On each floor there are boxes with flexible gratings that form the doors. These flexible casing are the invention of M. Henri Terrasse. Each box contains three lamps for lighting purposes, a tap for water for washing the car; a tap for compressed air for inflating tyres; a table with carpenter's tools for all repairs; and a vacuum cleaner. All this for the mechanic's convenience.

On the top floor there are two tennis courts with swimming baths and every convenience added. It is amusing to watch the cars mount this incline, which measures about 1,000 metres, to reach the tennis courts, which, I am told, are let from morning till night and are never unoccupied.

Tennis to-day has become a sport as necessary as gymnastics to those who value their health. The old saying of health being first before wealth has never been more appreciated than it is to-day.

The white costumes of both men and women are dazzling on this ninth floor, where the light falls from mullioned windows on all sides.

Above the tennis players is a huge terrace where a magnificent view of Paris, with the adjoining Meudon hills, is to be seen. For an air cure and sunbath there is nothing to rival it.

A Model for the Future. We have, perhaps, not yet reached the American standard of perfection where garages are concerned, where the cars mount interminable slopes and drive right into the front door of the large apartment houses. But we are not far from this point, and there is no doubt that the principle on which the Banville is built, with all its conveniences of tennis, baths and refreshment bars, is a model on which all future garages will be founded.

One of the most sensational appliances is in connexion with the water supply. By some clever engineering it has been made practicable to establish huge reservoirs top and bottom of the establishment.

Strangers in Paris are making a feature of a visit to this garage; and the guides at the big hotels are placing it on their programme.

Dancing will soon be one of the attractions here, as elsewhere; for the Parisian has adopted this recreation as a necessity in the daily routine.

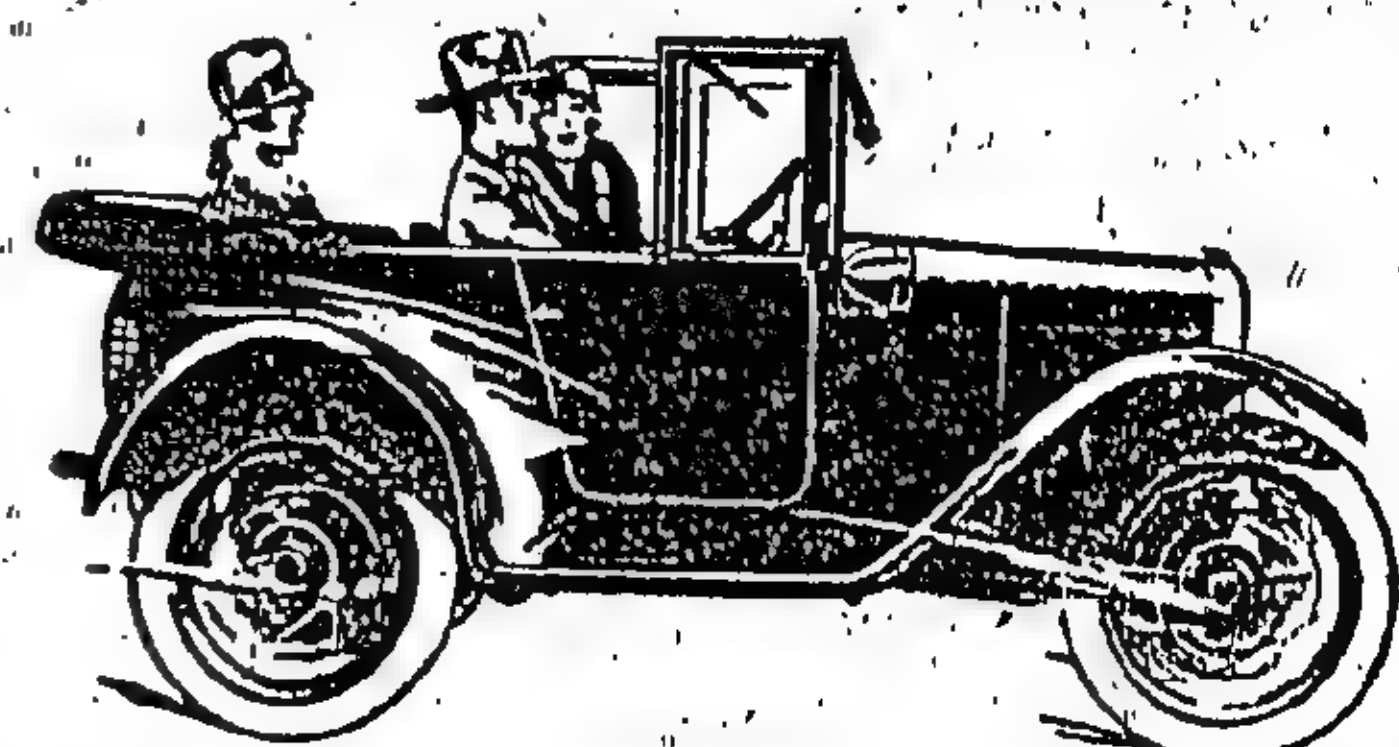
F. K.

CLEAR.



In Trenton, N.J., police are particularly clear in their instructions to motorists—as witness this sign. "Ranking is perpendicular parking. 'Parking' appears to be too general a term."

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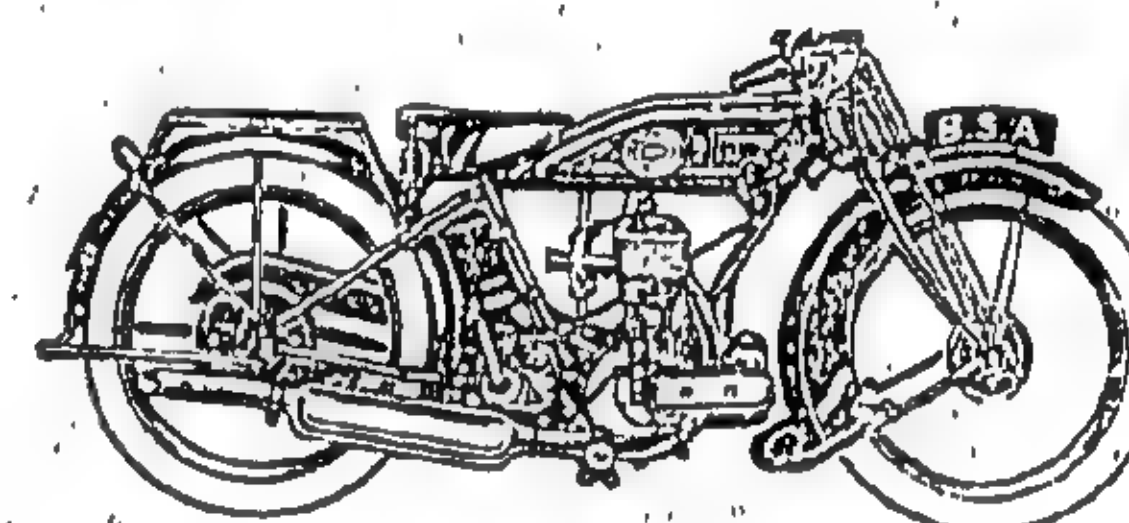
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MOTOR CYCLES

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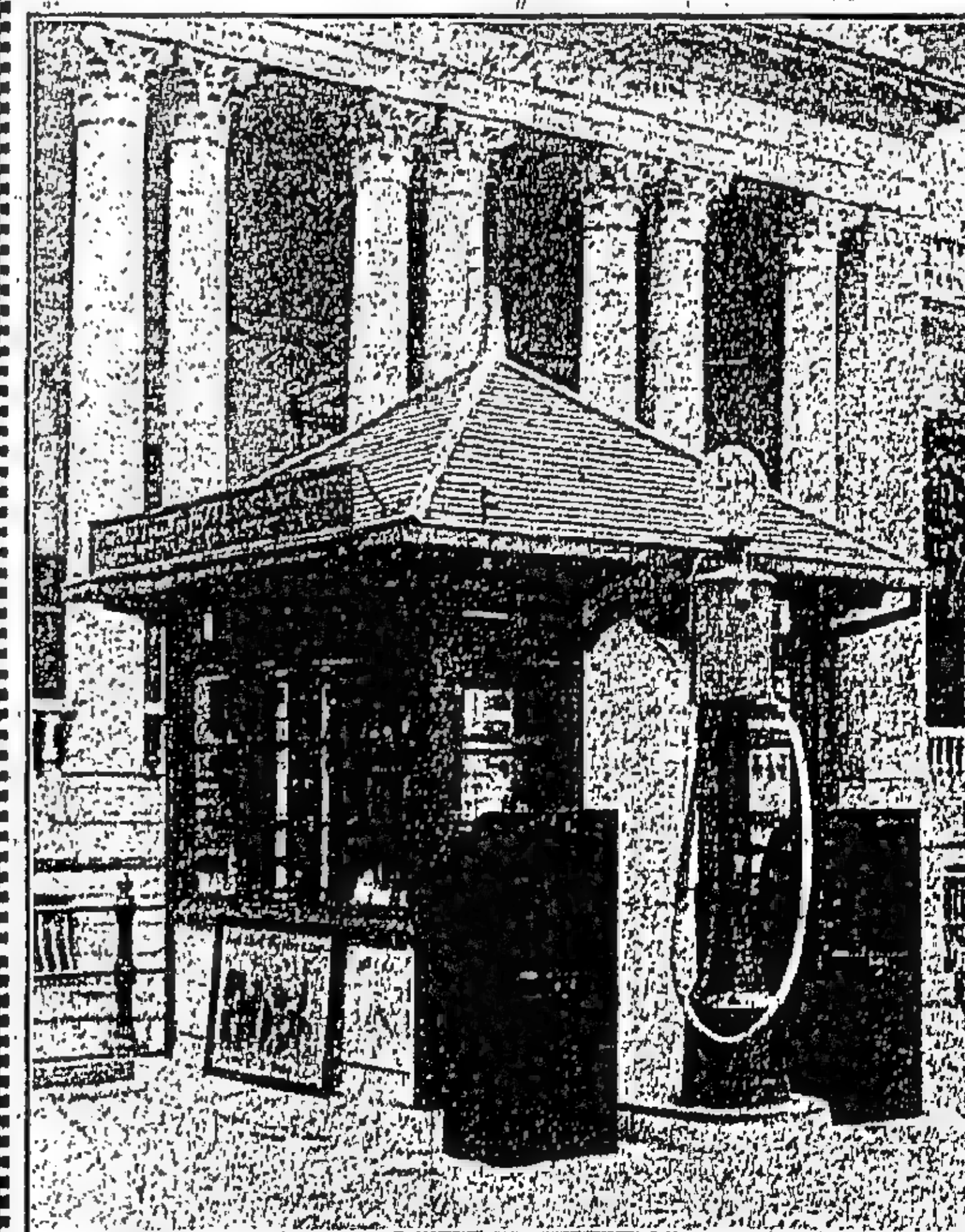
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World Wide Records

TWO STUDEBAKER COMMANDER ROADSTERS AND A COMMANDER SEDAN ESTABLISHED NEW WORLD RECORDS FOR SPEED AND ENDURANCE BETWEEN OCTOBER EIGHTEENTH AND NOVEMBER FOURTH AT ATLANTIC CITY SPEEDWAY. THE ROADSTERS COMPLETED TWENTY-FIVE THOUSAND MILES IN LESS THAN TWENTY-THREE THOUSAND MINUTES, ESTABLISHING 65.31 MILES PER HOUR. THE SEDAN COMPLETED TWENTY-FIVE THOUSAND MINUTES ESTABLISHING 61.98 MILES PER HOUR, ALL STOPS INCLUDED. THE RECORDS WERE SUPERVISED AND CHECKED BY THE COMET BOARD OF THE AMERICAN AUTOMOBILE ASSOCIATION. THIS RUN, TOGETHER WITH PREVIOUS RECORDS, PROVES BEYOND ALL DOUBT THE SUPERIOR WORKMANSHIP AND HIGH DEGREE OF STAMINA IN STUDEBAKER CARS.

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Tourer	5 Seater	G. \$1,150
Sports Roadster	4 Seater	1,200
Business Coupe	2 Seater	1,200
Custom Coupe	4 Seater	1,250
Custom Sedan	5 Seater	1,250

All Erskines with wire wheels.

DIRECTOR

H.P. 27.134 R.A.C.—113" WHEEL BASE

Custom Tourer	5 Seater	G. \$1,450
Sports Roadster	4 Seater	1,495
Duplex Phaeton	5 Seater	1,495
Custom Tourer	7 Seater	1,531
Custom Coupe	2 Seater	1,575
Custom Sedan Plush	5 Seater	1,575
Custom Coupe	4 Seater	1,675
Custom Victoria	4 Seater	1,675
Custom Sedan Mohair	5 Seater	1,675

COMMANDER

H.P. 36.04 R.A.C.—120" WHEEL BASE

Sports Roadster	4 Seater	G. \$1,635
Custom Coupe	2 Seater	1,675
Custom Victoria	4 Seater	1,675
Custom Sedan	5 Seater	1,675
Regal Coupe	4 Seater	1,905
Regal Victoria	4 Seater	1,905
Regal Sedan	5 Seater	1,905

PRESIDENT

H.P. 36.04 R.A.C.—127" WHEEL BASE

Custom Tourer	7 Seater	G. \$2,200
Custom Sedan	7 Seater	2,435
Custom Limousine	7 Seater	2,700

All prices include 4 wheel brakes, spare wheel, tyre and tube, windshield wiper, hindview mirror, bumpers, extra horn, tools, etc., etc.

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PACKARD SINGLE SIX MOTOR CARRIAGES.

29.40 H.P. R.A.C. Rating—block test actually develops more than 80 H.P.—288.60 cubic inches piston displacement.

Model 526—Single Six—126-inch wheelbase.

Phaeton	5-seater	G.\$2,695
Rumble Seat Roadster	4-seater	2,695
Sedan	4-seater	2,805
Coupe	4-seater	2,870
Convertible Coupe	4-seater	2,945

Model 533—Single Six—133-inch wheelbase.

Roadster	4-seater	G.\$2,815
Phaeton	5-seater	2,815
Touring	7-seater	2,915
Coupe	4-seater	3,220
Club Sedan	5-seater	3,220
Sedan	7-seater	3,235
Sedan Limousine	7-seater	3,335

PACKARD STRAIGHT EIGHT MOTOR CARRIAGES.

39.20 H.P. R.A.C. Rating—block test actually develops more than 105 H.P.—384.80 cubic inches piston displacement.

Model 443—Straight Eight—143-inch wheelbase.

Rumble Seat Roadster	4-seater	G.\$4,460
Phaeton	5-seater	4,460
Touring	7-seater	4,535
Coupe	4-seater	5,575
Club Sedan	5-seater	5,575
Sedan	7-seater	5,780
Sedan Limousine	7-seater	5,880

The above prices are for delivery in Hongkong or Kowloon. All prices and specifications subject to change without notice.

THE DRAGON MOTOR CAR CO. LTD.

Telephone Central 1246 or 1247.

33 WONG NEI CHUNG ROAD --- HAPPY VALLEY.

GERMAN REASONING.

50 m.p.h. Smash.

MOTORIST ACQUITTED.

Here's an unusual kind of verdict from a German court.

A motorist was charged with killing a cyclist in a smash at a crossroad. The side road from which the cyclist came was screened by a bend from the view of the motorist, who was travelling on a main road, and there was no warning sign to indicate its existence.

Although the motorist was travelling at 50 miles per hour at the time of the accident, the court considered that the speed was not excessive on an open road, and that the driver could not be held responsible for the smash. He was acquitted.

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HINTS FOR THE MOTORIST

ALBERT L. CLOUGH

RECENT CARS INFERIOR TO EARLIER ONES?

When a statement is reiterated sufficiently often to enough people, some few are likely to come to believe it, no matter how absurd it may be and no doubt many motorists and prospective motorists, who have heard "wise" critics of the auto business make statements derogatory to the quality of the car now being produced, have been fooled into accepting them. One hears too often such rot as: "The cars they are putting out now don't have the value in them that the old ones used to."

"This last model of the—don't look to me as if it would stand up like the 1925." They're trying to turn it out too cheap. "That new—looks too light to me, it hasn't got the stuff in it." The impression created by such remarks is entirely wrong, for it is a matter of demonstrated fact that the quality of cars marketed has improved consistently from the beginning of the industry, is still improving and the endurance, reliability and performance of each season's "crop" are higher than those of the preceding year's output. The reasons for all this foolish talk are some of them not at all obscure. There is a sort of "halo" created in the mind of its owner about an old car, that has given good service, which keeps its shortcomings from being noticed. This is like the regard one gradually acquires for an old friend, which makes one oblivious to his faults, however glaring they may appear to others. One is very critical of the new friend whatever his virtues, but very tolerant of the familiar failings of the old one. It is true that, for the same degree of ruggedness and performance the mechanism of modern cars is lighter than that of the earlier ones and it looks very much lighter, because of the greater compactness of the various units. The employment of alloy steels and of heat treatment, the use of pressed steel and drop forgings in place of untreated metals and castings in the later cars, together with the elimination of metal where it is not needed and the closer grouping of working parts have brought about this effect of lightness, not only without loss in strength and resistance to wear but with an actual gain in these qualities, over that possessed by earlier and clumsier models. It is lack of knowledge of such facts as these, which has brought forth the

disparaging opinions of the superficial pessimists, who seek to cry down the splendidly engineered cars of to-day.

Changing to Alloy Pistons.

Question: I am having the cylinders of my 1921—Car rebored and fitting new pistons. The present ones are cast iron and I find that several concerns are offering alloy pistons, for this model of engine. Would you advise installing a set of these or of sticking to the original type?

Answer: We hesitate to advise you on this point, but the manufacturer of your car is still adhering to cast iron as piston material for his latest engines, as are a majority of all American engine builders. The manufacturer of your engine is now using cast iron pistons, which are much lighter and fully as strong as those in your engine and perhaps you can get a set of this new type, of the right size. Why don't you write the factory and get advice from their service department? Don't understand us as decrying aluminum pistons, for they possess well known advantages and are used with the greatest success on some of the best cars, but switching to another type of pistons, bought in the accessory market sometimes involves disappointment.

Forgetting to Switch Off Ignition.

Question: I have run down the battery of my—car several times, by leaving the ignition switch on over night or longer. The trouble is that the engine frequently stalls, as the car is stopped, and if this occurs when it has just been driven into the garage, it is very easy to go off without thinking of the switch. What is to be done in a case like this?

Answer: Remove the stalling tendency, by making the idling mixture richer. Your carburetor has no special provision for insuring a suitable mixture for reliable idle operation and if you alter the main adjustment for consistent engine operation at very low speeds, you will reduce your fuel economy in service. We suggest that you install a different carburetor, which has an adjustable idling attachment. But before doing so, make sure that your throttle does not shut too close, that your engine has no bad cylinder leaks and that there is no air leakage into the intake system. Perhaps attention to these points will obviate a change of carburetor.

CHRYSLER CARS.

Grace and Luxury.

A new coupe with rumble seats has been added by the Chrysler Corporation to its "52" model.

This latest Chrysler is unusually distinctive in appearance, and presents combination of grace, luxury, and performance ability that, according to its sponsors, assures a wide demand from the large number of motorists who want both good transportation and real style at low price.

Roominess is an impressive feature of the new car, as of all its companions in the Chrysler "52" model. Its spacious front compartment has ample space for two, and easy seating accommodation for two more passengers can be found in the rumble seat, where the wide removable back curtain enables them to converse readily with the other occupants of the car.

The luxurious appointments which characterize the entire range of the Chrysler "52" model are carried into the new Coupe to the fullest extent. Grey, shark-grained leather is used for trimming the front compartment and the cushion springs are of the comfortable form-fitting saddle type. The rumble seat is trimmed in moleskin imitation leather to match the front compartment in colour.

The ton of the car is of two bow stationary type, covered with durable leather-like fabric. Landau braces are used and are exceptionally smart in appearance.

Chrysler colour engineers have bestowed on the new Coupe a full share of the attractive colourings which distinguish all their 1927 offerings.

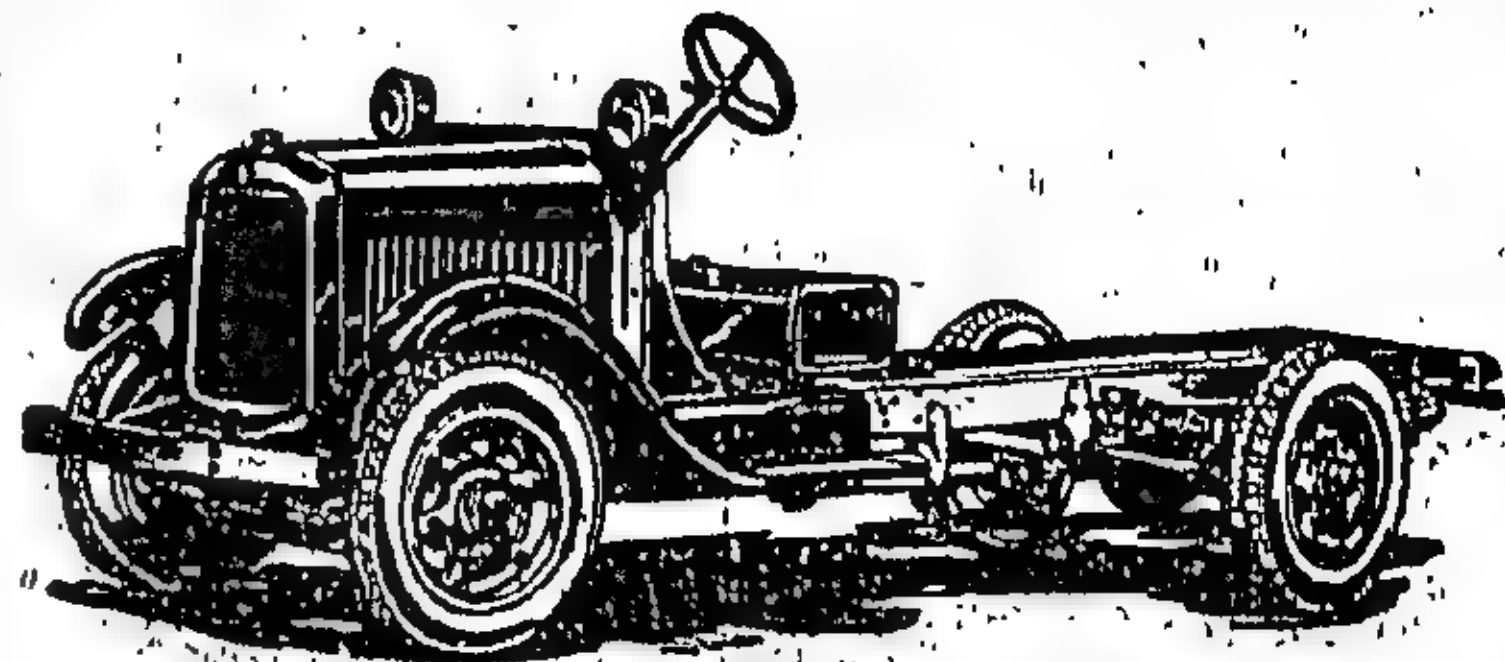
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This entirely new line of General Motors (G.M.C.) Trucks is powered with the famous Buick 6-cylinder Valve-in-head engine. This is in every sense of the word, a modern truck—designed for modern traffic. These trucks are available in the following chassis types.

T-20—1-Ton—H.P. 23.44 R.A.C.

132-inch wheelbase G.\$1,445

T-40—2-Ton—H.P. 29.40 R.A.C.

136-inch wheelbase G.\$2,370

150-inch wheelbase 2,450

162-inch wheelbase 2,480

T-50—2-Ton—H.P. 29.40 R.A.C.

136-inch wheelbase G.\$2,470

150-inch wheelbase 2,550

162-inch wheelbase 2,580

These G.M.C. Trucks are supreme in flexibility and in endurance. Equally remarkable is the low price which is only possible because of the tremendous volume of General Motors Production. General Motors (G.M.C.) Trucks and Tractors are also available in heavy duty types, the capacities of which range from 2½ to 15 tons.

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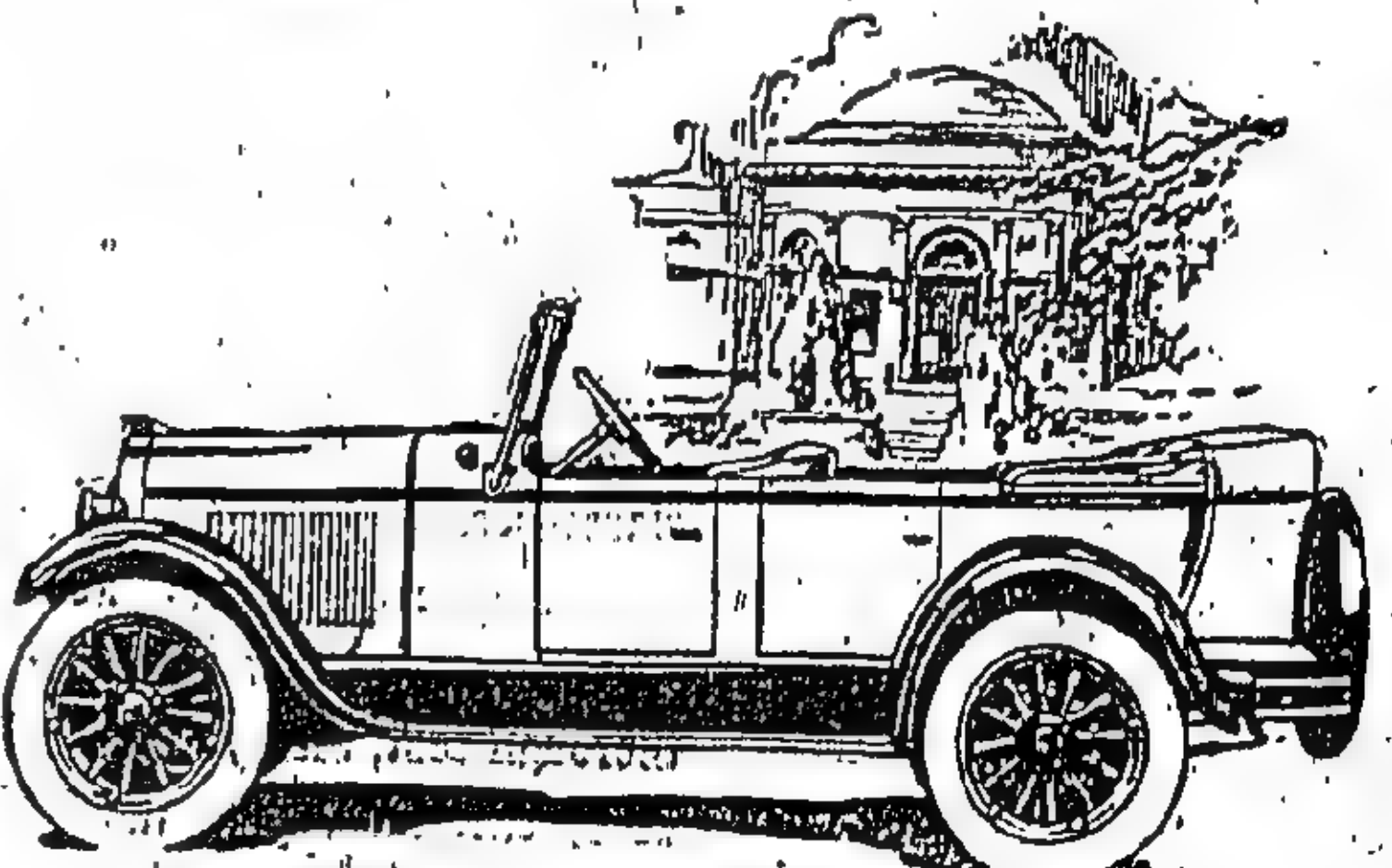
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111-inch Wheelbase—19.84 H.P. (R.A.C. Rating)—185 cubic inches piston displacement—1923 models.



Dicksey-seat Roadster	4-seater	G.\$1,175
Touring Car	5-seater	1,175
Sedan (2-door)	5-seater	1,250
Sedan (4-door)	5-seater	1,350

All prices subject to change without notice.

Keen appreciation has greeted Oldsmobile's smart new beauty. Naturally such modish lines and striking colours would win the lion's share of admiration from those who know it only by sight. But every day Oldsmobile performance seizes the attention of those who never knew it before—because you can't know it till you drive the car. This thrilling, smoother performance is the crowning feature of Oldsmobile—the overflowing measure of value now yours at prices lower than ever before.

THE DRAGON MOTOR CAR CO., LTD.

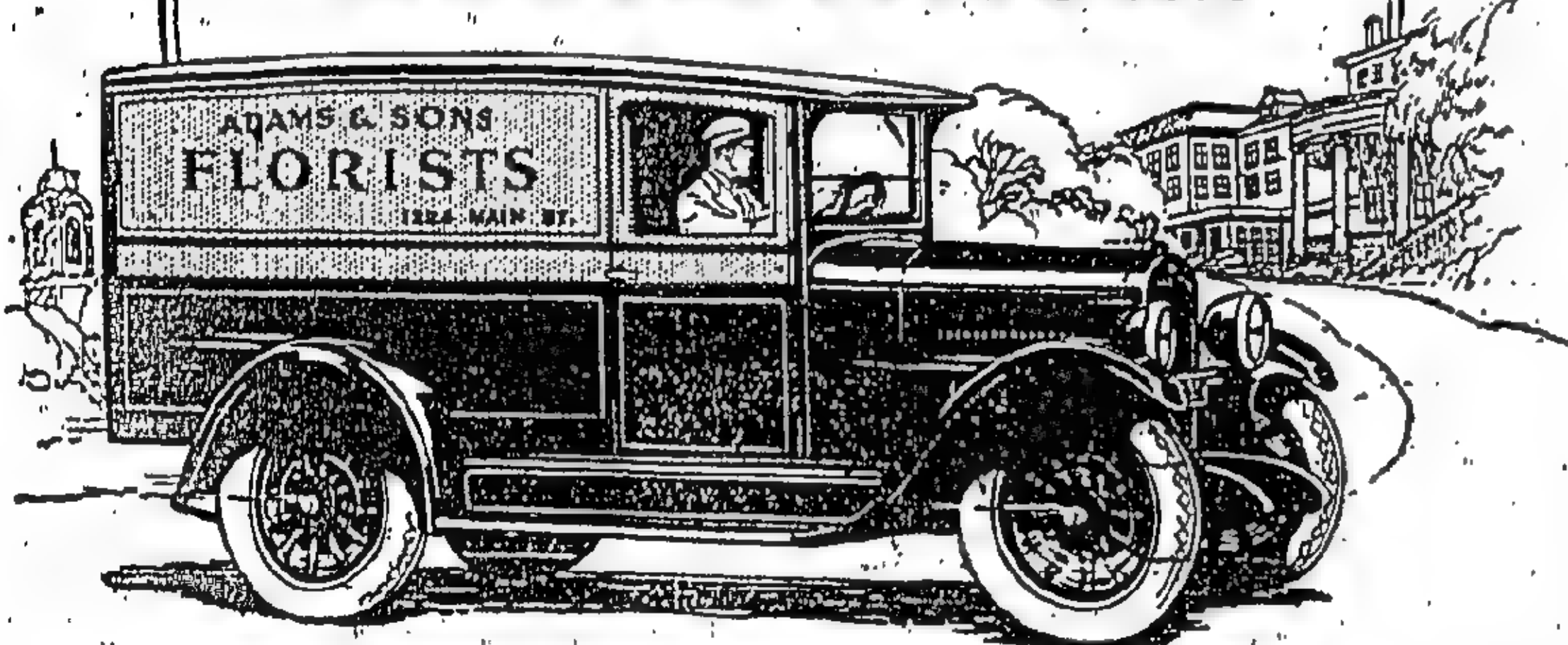
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the ideal delivery unit

Commercial car users everywhere, in every line of business, have found that the Chevrolet ½-Ton truck, with paneled body, is the ideal unit for an unusually wide variety of delivery requirements.

such users as grocers, florists, dry cleaners, druggists, bakers and laundry companies.

If your business requires a speedy, dependable and economical delivery truck, come in and see this

popular haulage unit.

We will gladly arrange a test load demonstration to show you how perfectly it meets your particular requirements.

Combining fast acceleration, speed and smartness with outstanding economy of operation and maintenance, it is a decided favorite among

½-Ton Truck Chassis

\$395

1-Ton Truck Chassis

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THE WORLD'S LARGEST BUILDER OF GEAR-SHIFT TRUCKS

SIXPENNY TAXIS IN LONDON.

A Driver's Sad Smile.

Sixpenny taxicab fares have come to London. The first 100 taxicabs to have their meters altered, in accordance with the new scale of 6d. for the first two-thirds of a mile and 3d. for each one-third of a mile afterwards, are now on the streets.

The previous minimum charge was 9d. for the first mile or less, as shown on the provisional notice on the cab. The change over is to be made as cabs are presented at Scotland Yard to be licensed for the ensuing 12 months. Old cabs may charge the old minimum.

A Daily Mail reporter traced one of the 6d. taxicabs after 40 minutes' vigil in the Strand. The carriage department of Scotland Yard had said that one could be distinguished only by the lack of a printed label on the windscreen, and at last such a taxicab came his way.

The driver was asked to drive to Holborn. He was told to stop just when it appeared that 6-0-6d. was due. He did so, and put out a hand.

"How much?" he was asked. He looked uncomfortable. The knight "So much on the clock, sir," was missing for once. He was again asked, "How much?" and said it was just a yard or so short of the ninepence.

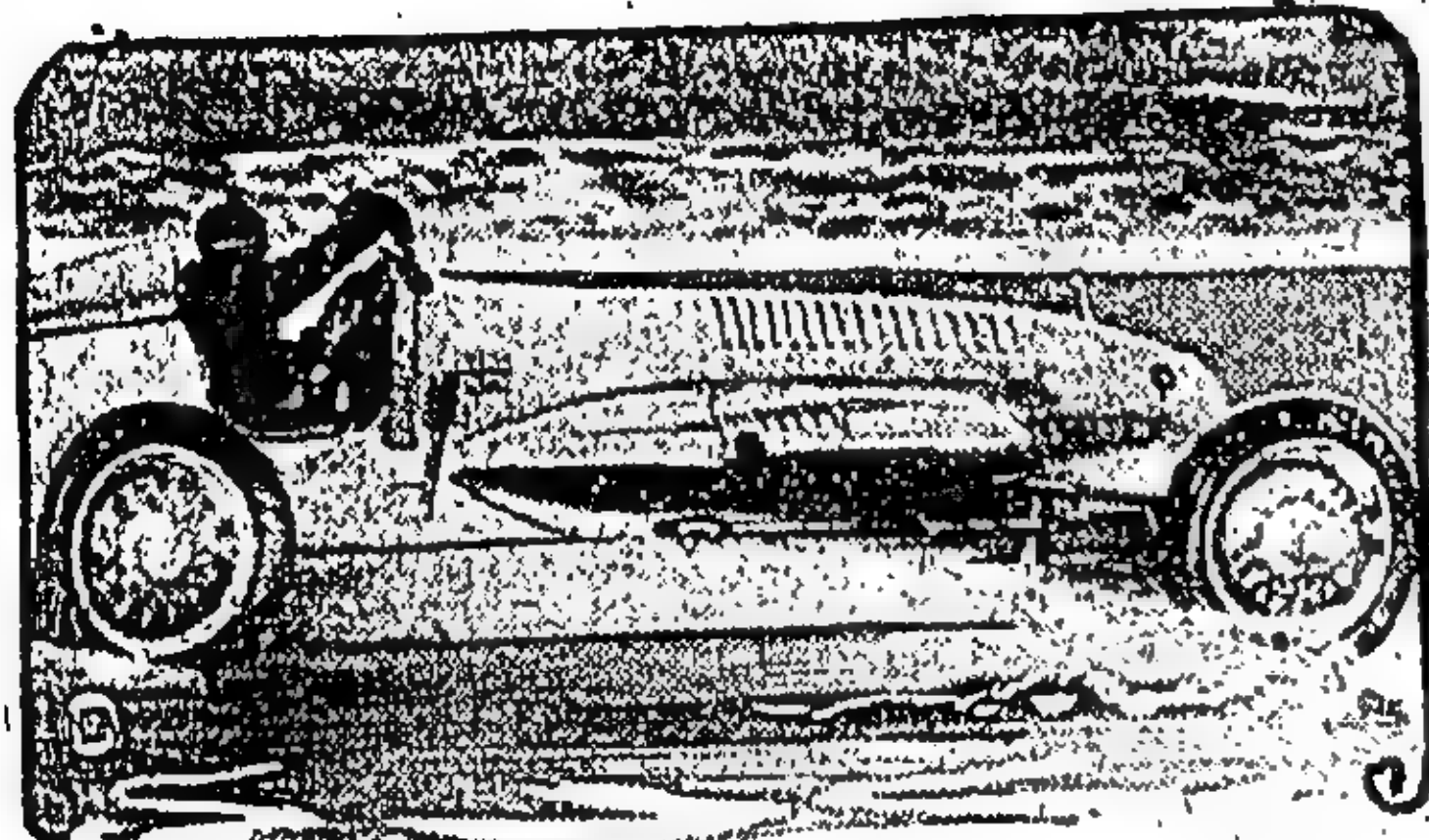
He was tendered a sixpence, but only for a second. A twisted, half-pathetic smile appeared that suggested tears. Three extra coppers were then counted into his hand and the look of sadness gave way to one of semi-satisfaction.

ENGLAND'S MOTOR GROWTH.

Biggest advance in motoring in England has been made since 1924, when cheaper, light cars became available.

Since then 482,162 more motor vehicles have been registered. At the beginning of 1924 there were 345,959 private cars in use, while in May, this year, the number was 727,443.

TO RACE IN THE U.S.A.



Capt. Malcolm Campbell, famous British motor racer, has decided to take his new Napier-Campbell racer to Daytona Beach, Fla., in an attempt to break Major H. O. D. Segrave's record of 203 miles an hour. He is shown making 130 miles an hour in his car over a water-logged beach in England. He believes the Daytona Beach will enable him to make at least twice that speed.

AUSTIN PLANS.

70,000 Cars in 1928.

Austin sales during 1926-27 were 41 per cent. greater than the previous year, but the factory programme for 1927-8 plans to nearly double the output of the last period, and will be 70,000 cars.

These facts were disclosed by Sir Herbert Austin at the annual Austin dinner in London.

Export trade had increased during the year by 39 per cent., he said, and he anticipated 100 per cent. increase over that during the coming season.

A German edition of the 7 h.p. Austin is now being manufactured in Germany, and it is expected that the "Baby" will be made, too, in France and the U.S.A.

ONE NEW TO ONE USED.

For every 100 new cars sold in the United States 92.5 used cars are sold. Of every 100 of these new cars, 64.5 were sold on the deferred payment plan.

SUPER-HIGHWAY.

204 Feet Wide.

The world's super-highway—fore-runner of the roads of the future—is in Detroit (U.S.A.). It is 204 feet wide. Central portion is for fast moving traffic going both ways, and it is flanked by two 44ft. traffic lanes for slower vehicles.

Some interesting data regarding the strength of cycling as a pastime and a sport in England have been made available as a result of some investigations which have been carried out by the National Cyclists' Union, at the request of the Union Cycliste Internationale, with a view to a possible rearrangement of the voting powers of the various affiliated countries. No fewer than 316 active cycling clubs are in membership of the N.C.U., and most of these have racing as well as touring and social interest. During the past season 440 sports meetings with cycle races in the programme were held in England, and it may be remarked that 2,200 amateur racing cyclists are registered under the rules of the N.C.U.

MOTOR DELEGATION'S VIEWS.

Progress in Empire Trade Forecasted.

Keen observers of motoring activities have been patiently awaiting some news of the British Motor Delegation which recently visited Australia and of the impressions which they would have gained on their tour. These will read with interest the following statement made by Sir A. Boyd-Carpenter, M.P., Mr. A. R. Fenn, and Mr. A. Hacking, on their return home from their seven months' tour through Australia, New Zealand, Java, and Malaya, on behalf of the British motor manufacturing industry.

There are two particular and special impressions which any one touring the Dominions and Colonies must receive. One is that no matter what individual interest one may be called upon to represent, those resident in the Dominions or Colonies insist upon this particular interest being regarded as a part only of a great question, namely, that of inter-empire trade. The reproach was continually thrown at us that we were the first purely trade delegation to visit Australia and the outset of our tour, which was ostensibly to find out the conditions, favourable or otherwise, to the British motor industry.

The public of the Dominions which we visited was insistent upon this, as they also displayed an anxiety to arrive at some definite economic policy which in the interests of the home country and of the Dominions would cement by commercial and business interests the sentimental ties which bind together the units of the Empire.

"British Engineering Unchallenged."

The problems with which the motor industry at home is confronted must be considered in some measure from these two aspects.

Apart from these two points, one matter of interest may be mentioned. It was generally accepted that for quality and service British engineering products remain to-day unchallenged.

We were impressed by that fact that during the war and the post-war period, when British manufacturers of the U.S.A. took naturally an advantage of the opening, and have driven a wedge into our overseas markets. This, as it has affected the public, has had its reactions on agents and dealers. It is with this position that the home manufacturers must deal.

We found that the Dominions and Colonies were to some extent conversant with the difficulties of the home country, but inadequately informed as to the achievements which had been made by the home industry in adjusting commerce to post-war conditions.

We are hopeful that our efforts may in some small measure have achieved a result, as shown in Australia and New Zealand to steps which have been taken by public and local governments to further the interests of British manufacturers.

Cars and Road Conditions.

While sentiment is an Imperial commercial asset of the utmost importance, motor transport is a matter of fact, and the public is beginning to consider more seriously the commercial value of the motor car and lorry. This fact, which is outstanding, is one of which we must take advantage by the fullest measure of propaganda.

In the case of the private car, road conditions exercise a determining influence. One of the problems for consideration by the British motor industry is how to tide over the time which must exist until roads, such as we have at home, are constructed, and can be maintained in the Dominion of New Zealand and the Commonwealth of Australia. Road conditions and motor car design are inter-dependent.

In some of the problems which the motor industry must face during the coming years there is a

real need for co-operation with other British industries. We think that a liaison between the motor industry and such representative organisations as the Federation of British Industries, the British Engineers' Association, and the British Electrical and Allied Manufacturers' Association, is essential for the encouragement of the British export trade, particularly in Australia and New Zealand. We are convinced that with peace in industry, and a greater realisation of the value of merchandising, with development of research and standardisation, the next few years will see a progressive development of the British export trade in motor vehicles of every description.

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Phone C. 1291.

NAMES FOR EVERY CAR.

A New French Vogue.

Paris, Jan. 6.

French automobile manufacturers have taken a leaf out of the book of the buildings of Pullman cars, and are throwing letters together to give every car a different name.

New models exhibited here offer many novelties. There is a beautiful black limousine, finished in gold tapestry, which bears the name "Idées Noires"—translatable, black ideas. There are sport models which stand up under names—painted in quaint designs on the sides—"Old Flirt," "You and I," and "When we are two." There is a faint hint of the American college campus in the idea.

There has been a movement towards the six-cylinder engine which is almost a riot. The high cost of gasoline in France has always necessitated small engines with low fuel requirements. Taxes are also based on horsepower, so that engineers have been compelled to build with the idea in mind of keeping the force within 10 h.p.

The new motors send the light French cars along at amazing speed and are almost silent in operation. They could not move the heavy American cars, however, and have not yet replaced larger four-cylinder motors for the five to seven passenger cars.

The "sunshine tops" are provided with mechanical means of rolling back the top. The movement of a lever closes them within three seconds.

TOURS ABROAD.

Motoring in South Africa.

The Automobile Association states that every facility is now given to the Motorist to take with him his car to South Africa. All shipping and Customs formalities can be arranged through the Automobile Association, which is in a position to issue triptyques (as is done for Continental Tours), thus avoiding the necessity for depositing duty on arrival at the Cape. The cars are accepted uncrated, the freight being assessed on cubic capacity. The cost on cars of ordinary size is between £30 and £40, with special discount for return journey, if made within six months, and arranged beforehand.

If you want the very finest tyre that money can buy for roughest road conditions ask for it by name—the Goodyear Heavy Duty All-Weather Tread Tyre

GOODYEAR GOODWEAR.

GOODYEAR

DISTRIBUTORS
ALEX. ROSS & Co. (China), Ltd.
PRINCE'S BUILDING, HONGKONG.

The Very Idea!

Practically every shop in London has bought in supplies of notices advising customers to enter and buy their Christmas presents now. These placards are placed beside everything from lawnmowers, mouse-traps, and water taps to gas mantles, aspidistras, and puppy biscuits.

The latest shop in town to exhibit one of these "advice notes" amongst its window stock is one dealing in foot comfort appliances. One cannot help wondering if it is really in the best interests of the shoekeeper to hang the text, "Buy your Christmas gifts here now" from the particular shelf containing artificial limbs.

Unconventional clothes are worn by the men guests at weddings nowadays. At a recent wedding the Duke of Rutland had on a black squash hat almost like those attributed to artists and at St. Margaret's the Marquis of Winchester was wearing a quite bright brown blanket cloth coat.

Solicitor at the Thames Court: Is the defendant respectable? Man: Oh, yes, he lives in the same street as me.

A motor driver who was fined £5 at Stratford for furious driving paid with five £1 Treasury notes, which he kissed before he parted with them to the gaoler.

Willisden woman: I have two months' old twins. How can I find a flat, please?—Colonel Pinkham, magistrate: Ah, now you have me.

Tenant at Willisden: My landlord says our house is decontaminated, so if he turns me out it has nothing to do with the magistrate. The magistrate: I advise him to wait and see.

Midland complainant: When I had the blow in the eye, I saw thousands of gramophone records floating about.

Judge Clegg, reading from a document prepared by a solicitor's clerk at Shorelitch: "Pay forthwith by instalments." I should like to know how to "pay forthwith by instalments."

A porter at a certain station had a very red nose, which caused no little amusement to travellers in passing trains.

The new stationmaster had not been long at the station before his curiosity was aroused. "Porter, what makes your nose so red?" he asked.

"Oh, pride, sir," replied the porter. "It's simply blushing with pride because it doesn't poke itself into other people's business."

For the first time in 30 years' service, Dr. Hugh Jones, medical officer to Dolgely Rural Council, submitted a written report in Welsh.

"At cards I win one day and lose the next." "Well, why don't you play every other day?"

Whatever paper may rightfully claim the largest circulation in the world, the award for the smallest must probably be given to The Anti-Top Hat of London, which has an issue of only three copies each month.

This remarkable periodical was established by an eccentric gentleman who had a perfectly incurable antipathy to high, or "stovepipe" hats and who devoted his life largely to the task of denouncing them. After his death, his will was found to contain a clause giving to his nephew an annuity of \$10,000, on condition that he should continue the campaign against high hats and should continue printing the paper.

The youngster in the art gallery looked long and earnestly at the painting. Then he read the inscription.

"Do you like it?" asked his mother.

"Oh, I like it well enough," he answered, "but I don't understand it."

"What is it you don't understand?"

"Why, it says, 'Wild Horses—after Rosa Bonheur.' I can see the horses all right, but where's the girl they're after?"

What is a push bicycle?—Mr. Percy Harris, M.P.

I am told that really smart people never allude to the weather or illness.—Sir Gerald Du Maurier.

There is no limit to the prosperity and development the Empire can create in a generation or two.—Mr. L. S. Amery.

Britons are using more colour now than in any time since their ancestors painted themselves with woad.—Margaret Bannerman.

In our account of the frauds perpetrated on the Hongkong Treasury, we stated that the three cheques mentioned were honoured by the Equitable Eastern Banking Corporation, the Nederlandsche Handel Maatschappij and the Indone Banking Corporation. In point of fact, the cheques were merely paid into these Banks, being honoured by the Hongkong and Shanghai Banking Corporation, on which they were drawn.

DEATH OF MAJOR GEN. STEPHENSON.

A SOLDIER OF GREAT RENOWN.

The death is announced (by cable) at Gibraltar, of Major General Theodore Edward Stephenson, C.B.

Major General Stephenson was born March 23, 1855, son of the late Rev. Canon Stephenson of Weymouth, England, and was educated at Marlborough College. He entered the army in 1874, joining the 56th Regiment. In 1881 he was promoted to Captain of the Essex Regiment, and to Major two years later. In 1895 he was advanced to Lieutenant Colonel and assigned to the command of the 1st Battalion, Essex Regiment. Promotion to Brevet Colonel came in 1899. He was gazetted in 1900 as Major General on staff commanding the 18th Brigade during the South African war and with command at Darbenton, in charge of the Portuguese frontier. He commanded mobile columns in Cape Colony and was awarded the C.B. and mentioned in dispatches four times.

He was Major General commanding the Bloemfontein District, and troops in the Orange River Colony in 1902-04; Major General commanding the Transvaal, 1904-06; and acted as G.O. Commander-in-Chief in South Africa in 1904, his rank of Major General being confirmed in 1906.

In 1906 he was accredited agent to Lord Selbourn in Zululand to report the progress of the rebellion and military operations for its suppression, for which service he received a medal.

From that time on he commanded Divisions in Colchester, Aldershot, the Straits Settlements and Malay Peninsula, holding the Singapore command at the time of the outbreak of the Great War. It was in 1905 that he was awarded the Distinguished Service Order.

Major General Stephenson was the father of Mrs. F. S. Harrison, wife of Mr. F. S. Harrison, the local manager of the South British Assurance Company, to whom the sympathy of the community will go out.

EVER-OPEN WINDOWS.

NO MORE "CAGE BOREDOM."

"Hygiene" has been the watchword throughout the construction of the Zoo's new Monkey House, which was opened to the public for the first time last month.

By experiments lasting over a period of several years, the old method of keeping monkeys under greenhouse conditions at a constant temperature has been proved to be totally wrong.

In the old Monkey House the animals soon become "rickety," and many suffered from a disease known as "cage paralysis," which clinically resembles the infantile paralysis of children, and commonly occurs in zoological collections where numbers of animals are crowded together in a stuffy atmosphere. In addition, the old type of house favoured epidemics of all kinds, especially tuberculosis, which is always fatal in monkeys.

In the new house the atmosphere will not be heated at all, but fresh, stimulating cool air will always be in circulation. The monkeys will keep themselves warm by their own activities, and when at rest will sit on electrically heated floors, while at night heated sleeping boxes will be at their disposal should they feel at all chilly. The continuous supply of fresh air is kept up through Joule ventilators, which will never be closed. On foggy days gauze screens will be used to filter the air before it enters the house. These heated floors and ever-open windows are really nothing more than a return to the Roman hypocaust system of heating.

Ultra-Violet Rays.

The interior of the building is large and airy and the roof, which is of the factory type, is designed to catch all the sunshine possible. It is entirely lighted with a special glass which allows the passage of the beneficial ultra-violet rays of the sun, and which are entirely cut out by ordinary window glass. During the dull winter months artificial sunlight will be supplied. "Cage boredom" should be an unheard of complaint in the new Monkey House, for every cage has been fitted with some form of gymnastic apparatus—see-saws and horizontal bars for the apes and larger monkeys, and hanging swings for the smaller species.

Professor Leonard Hill, of the Medical Research Institute, one of the greatest authorities on the hygiene of living, recently inspected the new house and expressed the opinion that in every respect it was a model of what a monkey house should be. Professor Hill has taken the greatest interest in the construction of the building, and has helped the Zoo officials from time to time with many valuable suggestions.

BRITAIN'S NAVAL POLICY.

OFFICIAL ANNOUNCEMENT ON NEW PLANS.

TYPE NOT SETTLED.

London, Jan. 20. In an official announcement with reference to British naval plans it is stated: "The Cabinet have now completed their review of the new construction programme for the years 1927/8 and 1928/9. They have decided that, in addition to the deletion, already announced, of two of the three cruisers belonging to the financial year 1927/8, the programme as set forth in the White Paper of July, 1925, shall be further modified by omitting one of the three cruisers intended to be begun in the financial year 1928/9."

Three cruisers in all have therefore been reduced from the full programme. The type of the two cruisers to be begun at the end of the financial year, 1928/9, is not yet finally settled.

Previous Plans Recalled. It may be recalled that the British Naval programme for the current year provided for three cruisers—one A class cruiser of 10,000 tons, and two B class cruisers of 8,000 tons each.

In March of last year the First Lord of Admiralty announced that in view of the forthcoming Geneva Disarmament Conference between Britain, the United States, and Japan, no orders would be given until late in the year.

The Geneva Conference broke down without an agreement being reached, the main difficulty being the application of the principle of parity of cruiser forces. When, however, towards the close of last year, the time came for a decision to be taken on the ordering of authorised new ships, the British Government announced that instead of building one 10,000 ton and two 8,000 ton cruisers in the year 1927/8; only one 8,000 ton cruiser would be proceeded with. Now only two of the three cruisers for which provision was made in 1928/9 are to be laid down.

HOW MUCH DO YOU KNOW?

TO-DAY'S QUESTIONS.

The following general knowledge paper has been taken from the Daily Express. Answers, for those who need them, will be found on Page 16 of this issue.

1. In what regiment has the Duchess of York recently been given the rank of colonel?
2. What member of Parliament made a maiden speech in the recent Prayerbook debate?
3. In what books do the following characters appear: Fagin, Dogberry, Sir Amys Leigh, Athos, Ravendon Crawley, Mr. Rochester.
4. By whom and when was Eton College founded?
5. Which English church was once known as "The Cathedral of the Muses"?
6. When did Parliament sit on Christmas Day?
7. Give the origin of the word "milliner."
8. What Postmaster-General of the United States resigned to take an important position in the moving picture industry?
9. Give the next line after: "I could not love thee, dear as much."
10. How do you divide by a fraction?
11. Where does the River Jordan reach the sea?
12. What cheese do English people like to serve at dinner on Christmas Day?

HONGKONG CHAFF.

By B. R.—B.

Only twice in a year

May a woman appear

Along with her "Hub."

At the Hong Kong Club.



THE MACAO ART EXHIBITION.

FINE DISPLAY TO OPEN TO-MORROW.

To-morrow at 2.30 p.m., the opening of the Macao Photographic and Art Exhibition will take place.

The picturesque summer house, at Flora has been chosen for housing the various pictures and paintings. There are some paintings by Geo. Chinnery, R.A., who lived in the Colony in the early forties; also some from amateurs, such as the late Baron de Cerral, M.A., Batista, etc., painted a few decades ago, as well as Chinese paintings and a very large number of photographs of historical value from many parts of the East, Japan, Peking and the Treaty Ports have also responded to the Committee's request, by contributing many works of art.

Hongkong visitors will find the Exhibition of much merit.

The historical section includes paintings from many famous brushes and a number of sketches. An excellent painting of His Excellency the Governor of Macao is among the exhibits received from Hongkong.

The judges for the contest are Madame Tamagani Barbesa, wife of His Excellency the Governor of Macao, Madame Gellion; Mr. C. H. Blason, the well-known Hongkong photographer; Major H. L. Wright, also very well-known in Hongkong photographic circles; and Mr. Sameda, another Hongkong photographer of merit.

A small admission fee of ten cents is being charged, a portion of which will be devoted to Macao charities, and it is hoped that Hongkong photographers will not lose the opportunity of visiting a very fine show. Others also should avail themselves of the present opportunity to visit Macao during the holiday when, we understand, there will be at least one boat running every day.

SOLICITOR STRUCK OFF.

TWO OTHERS SUSPENDED FROM PRACTISING.

One solicitor was struck off the roll and two others were suspended recently by the Committee constituted under the Solicitors Acts.

The solicitor struck off was Charles Henry Tomlinson, described as late of College-hill, E. C., and of Newbury and Reading. The complaint was that while in the employ of Arthur Saville Cohen, College-hill, he stole sums amounting to £36 15s. 2d.

It was complained that Charles Henry Downes, solicitor, of Avenue-crescent, Mill Hill Park, Acton, having settled an action for libel, in which he had instructed Ernest Frederick Lever, of Essex-court, Temple, to act as counsel, failed to pay to him fees amounting to £4 14s. The Committee ordered that Mr. Downes be suspended from practising as a solicitor for six months.

Henry Richard Newson, solicitor, Chancery-lane, was found guilty of professional misconduct in converting to his own use part of a sum of £54 10s. belonging to Elhel May Thornton, Stanley House, Ryde-road, Sea View, Isle of Wight. The Committee ordered that Mr. Newson be suspended from practising as a solicitor for two years.

PUZZLES FOR THE DIPLOMATS.

PRESENT-DAY CHINA IN THE POLITICAL MILL.

AFRICAN PROBLEMS.

Two new books issued recently by Messrs. George Allen and Unwin, Ltd., deal with questions of international importance—one with China and the other with South Africa.

"The Chinese Puzzle," by Arthur Ransome, is topical, and consists of collected essays, mostly written on the spot, dealing with problems arising in China last year. Some of the articles are reprinted from the *Manchester Guardian* and the *Baltimore Sun*. Mr. Ransome came out as an observer of conditions following the 1925 trouble, and his opinions have the merit of freshness, with, if anything, a slight Chinese bias; otherwise they lead us no further towards a solution of the puzzle presented out here to-day.

British policy in China is indicated in reprinted declarations of the Foreign Office made last February; then follow a number of chapters, in narrative form, on various aspects which presented themselves in 1927. The Shanghai Defence Force is discussed, and the Chinese point of view—resentment at this gesture of force—is noted. The reader gathers from this, and subsequent chapters, that Mr. Ransome sees partly through Chinese spectacles. He rather cynically touches in his next chapter on the now famous "Shanghai mind."

The reader out here, who has current China history before him in the daily newspapers, will not be further instructed by Mr. Ransome's discussion of Yangtze conditions, Russian aims, the Kuomintang, labourers and peasants in politics, and so forth. Historical references to the Chinese problems, such as the people's grievances and their new view of foreigners, will, however, be of much interest to those far away. Indeed, the whole book is a concise summary of facts, written impartially by an investigator on the spot. In that guise the volume is of value. A discussion of Hankow, and related questions, and brief studies of Eugene Chen, Borodin, and C. C. Wu, help to sustain the element of interest, while adding to the historic merit of Mr. Ransome's work. The published price of the book is 5/- net. Mr. Lloyd George contributes a commendatory foreword.

South African Races.

In "South Africa: White and Black—Or Brown," Colonel P. A. Silburn, C.B.E., D.S.O., attempts to unravel a racial tangle which, for years a thorny problem to Empire legislators, threatens to grow more complicated in time to come. There is a very valuable series of chapters dealing with the problem from all its aspects, and the whole book is written sympathetically, by a man who has evidently given much of his time to a study of the subject. The big query, however, remains unanswered.

Colonel Silburn deals with what is known as the colour peril in South Africa, and foretells the increase of a possibly degenerate brown race if miscegenation is to continue. He considers the inherent, and unjust, bias of the white in dealing with the black in Africa, and suggests as a remedy—or perhaps a palliative—the establishment of segregation areas. For this plan, open to serious objection though it is, he claims that the native races could develop on safe lines and enjoy a measure of political independence. Nevertheless, the majority of readers will probably remain unconvinced.

The author also deals with the subject of a national flag for South Africa—already adopted after bitter controversy—and argues that the extreme Nationalist demand for a new banner in place of the Union Jack would be contrary to the interests of the coloured races.

Major-General Sir Edward Northey, G.C.M.G., C.B., contributes a preface to the book, which is published at 6/- net.

Paris, Dec. 22.

The Ministry of Marine announces that two petty officers and one seaman have died of burns as the result of an accident which occurred on board the sloop *Remiremont* yesterday.

While the *Remiremont* was steaming from Cherbourg to Brest in a strong gale a pipe burst in the boiler room, which was immediately filled with steam. Two officers and another seaman were injured, but not seriously.

In spite of the accident the *Remiremont* was able to return to Cherbourg under its own steam.

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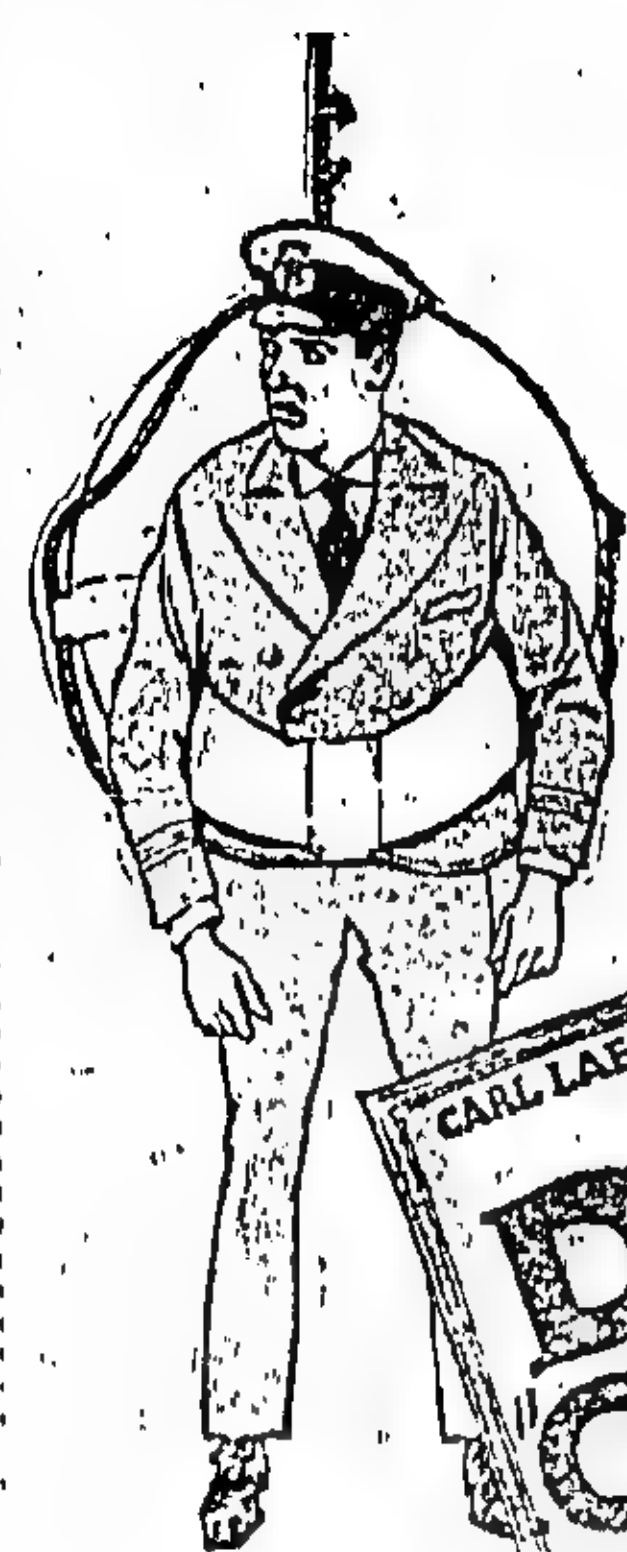
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Fore deck, storm deck, all around the boat—Denny tumbles in and out of comical situations and loses everything but his brand new wife—and there's a hundred thousand-dollar forfeit to keep him from admitting she's his!

CARL LAEMMLE presents
REGINALD DENNY in
"Out All Night"
A UNIVERSAL PICTURE
with
MARION NIXON

SUNDAY to TUESDAY

BACK AGAIN!



WALLACE BEERY RAYMOND HATTON in
"WE'RE IN THE NAVY NOW"
A Paramount Picture

Showing Wednesday Only

BUSTER KEATON College



THURSDAY TO SATURDAY

HOLIDAY COMEDIES.

NEXT WEEK'S FILMS AT THE QUEEN'S.

Special advertisements in today's issue announce three first-rate comedies for the Queen's Theatre during the Chinese New Year holidays. The first of these pictures is Reginald Denny's capital new farce, "Out All Night," which will be screened from tomorrow to Tuesday; the second is the rollicking war comedy, "We're in the Navy Now," with Wallace Beery and Raymond Hatton, which will be screened on Wednesday; and the third is Buster Keaton's latest United Artists picture, "College."

"Out All Night" presents Reginald Denny in the role of a wealthy young man, who meets, woos and marries the girl of his heart all in one evening. Thereafter numerous comical situations are caused when an attempt is made to keep the marriage a secret during an ocean voyage. Denny's own inimitable sense of comedy value is predominant throughout, and the climax is thrilling and unusual. The leading feminine role is played by Marion Nixon, popular and talented young actress, who is, once more, appearing with Denny.

The programmes at the other local cinemas during the holidays are as follows:

World Theatre:—To-morrow at all performances, the great mystery drama, "The Bat," Monday at 5.15 and 9.20, "The Bat," and at 12, 2.30 and 7.15, the Chinese drama "True Love." Tuesday and Wednesday at 5.15 and 9.20, "The Bat," and at 12, 2.30 and 7.15, "True Love." Thursday to Saturday at all performances, Charlie Chaplin in his greatest comedy, "The Gold Rush." Star Theatre:—To-morrow and Monday, Ronald Colman and Vilma Banky in a story of the open, "The Winning of Barbara Worth." Tuesday and Wednesday, Gloria Swanson in the comedy of a chorus girl who plunges into the social whirl, "Fine Manners." Thursday to Saturday, Leatrice Joy in a story of the underworld and the tropics, "The Wedding Song."

LOCAL HOCKEY.

The following will represent the Hongkong Hockey Club in their Sim Shield match against the R.A.F. (Rai Tack) on the R.N.O.S.C. ground, King's Park, at 4.30 p.m. on Wednesday:—W. J. Lockhart Smith; J. E. Henry, D. Lyon; A. A. Dand (capt.), J. E. Noronha, E. L. Sim; G. B. Slipper, W. Woodward, F. G. Wheeler, B. W. Sampson, and T. Whitley. Reserves:—R. K. Valentine and A. C. Howell.

M.P.'s CONUNDRUMS.

EXAMINATION IN ARITHMETIC FOR A MINISTER.

HUMOUR IN HOUSE.

Two hundred members of the House of Commons went home in the early hours of a morning last month, after spending eleven hours considering on report stage the Audit (Local Authorities) Bill. It amends the law with regard to surcharges by district auditors and disqualifies from Local Authorities for five years any person who has been surcharged an amount exceeding £500.

The Bill had a stormy passage through the Committee. It was strenuously opposed by the Labour party, but the proceedings were exceedingly wordy and nothing more.

As a prelude to the heavy legal fare of the subsequent amendments, the House had a light exercise in simple arithmetic. Mr. Arthur Greenwood purposely kept it simple, and a comparatively big attendance enjoyed the problem and the smiling ease with which Sir Kingsley Wood avoided working it out.

It arose out of a Government amendment providing that where more than one-third of the members of a Local Authority were disqualified, the quorum necessary to carry on the work of the Authority till the vacancies were filled should be calculated on the number remaining, and not on the full membership of the Council.

From this proposition Mr. Greenwood set his problem in vulgar fractions. If half the members were disqualified, would one-third of the remainder, which was one-sixth of the whole, be entitled to carry on the work of the Authority? Sir Kingsley Wood laughed.

Too Simple.

That was too simple for Mr. Paine. Supposing there were eleven members of one party on a local authority and two of another. Supposing all the eleven voted together and were disqualified together. How many was the Minister going to constitute a quorum of the remaining two. And supposing the eleven converted the two? Sir Kingsley Wood laughed longer.

Then Miss Lawrence made the problem really involved. Suppose there was such a number left that the quorum would be one and a half members what view had the Minister taken of odd fractions of a member of a local authority? Sir Kingsley Wood must like arithmetic and fractions. He laughed longer than ever, and the House, as before, laughed with him.

When he arose to answer the examiners of the Labour party the House laughed in anticipation.

The genial Under-Secretary for the Ministry of Health got home a thrust at the Opposition. He told them bluntly that these proceedings and all their opposition were largely a farce.

The Opposition was hurt and protested. The Ministerialists suspected they were being kept up without real reason and encouraged Sir Kingsley Wood.

"Whitehall Cromwell."

He turned with a smile to the financial figures which had been put to him. This was one of the cases on record where a Bill was so excellent that it was actually in operation before it had appeared on the Statute Book. And so with a rather broader smile they would wait till these complex problems arose—if they did arise—before they worried about whether half a Town Councillor was involved in the answer.

A greater variety of things than usual were said about the Minister of Health, who shared with his Under-Secretary the task of piloting the Bill through its report stage. Major Attlee described him as a "Whitehall Cromwell." To Mr. Wheatley he was "gleating over a conquest." Miss Susan Lawrence angrily painted a picture of him, "impatient of his lack of power to crush his political opponents."

Mr. Campbell Stephen liked the Minister so little that he objected to a drafting amendment which Mr. Chamberlain moved. This was to omit the two simple words "of health" from one line, leaving the reference to the Minister simply as "the Minister." It was not necessary to call him "the Minister of Health" this time, because three was a provision earlier in the Bill that "the Minister" should mean "the Minister of Health" all through.

It was a very small point. To most of the House it meant nothing one way or the other. To Mr. Stephen it appealed strongly that the two words "of health" should be left in "as a monument to the present holder of the office and his attempt to bureaucratise the Administration."

Quick Work.

Mr. Wheatley found another use for the amendment. At 1.15 a.m. he used it as a peg to hang on a protest "against the waste of time." It was not fair that the House should have thrown at it in the early hours of the morning shoddy workmanship of this kind.

Once the first two clauses were disposed of the remaining two went through in real speedy fashion in another hour, and the schedule took only two minutes.

When the arithmetical problems were finished it was more than legal puzzles could do to retain interest. So the chief Government Whip went over to the Opposition leaders at 2.25 a.m., and the Minister of Health accepted the next amendment.

Twenty minutes later the House rose.

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QUEEN'S DOHERTY

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INTERPORT RUGBY.

THE PROGRAMME FOR NEXT WEEK.

The following is the programme for the Hongkong Rugby Interport team at Shanghai:

Monday, Jan. 2. Shanghai v Hongkong. Kick-off: 3 p.m., Polo Ground. Interport Dance, Astor House Hotel, 9.45 p.m.

Wednesday, Jan. 25. Hongkong v United Services. Kick-off 3 p.m., Polo Ground. Ref: Mr. C. B. Holdsworth.

Friday, Jan. 27. Interport Dinner, Shanghai Club, 8.15 p.m.

Saturday, Jan. 28. Hongkong team leave on str. President Madison.

The Shanghai Fifteen.

The following side will represent Shanghai against Hongkong:

G. S. Dunkley; L. Goldman, E. C. Hubbard, V. W. Stanton, G. S. McGill; A. J. W. Evans, W. D. N. Neil; R. M. Currie; P. A. Watkinson, E. Rodgers, C. E. Fleury, W. A. Meathrol, A. J. Kane, D. W. B. Murray, K. F. B. Farley.

Referee: Sgt. Vaughan.

LADY IVEAGH'S "LITTLE POPGUN" SPEECH.

ADDING TO HEAVY ARTILLERY OF HOUSE.

Speaking at the Ladies' Carlton Club, Chesterfield-gardens, Lady Iveagh, M. P., described her maiden speech during the Prayer Book debate as "adding my little popgun to the heavy artillery of the House."

"I am very glad," she said, "that it is over."

She had intended to take advice from a recent speech of the Home Secretary to a boys' school, in which he said, "Only speak if you have something to say, otherwise you might as well be women." (Laughter.)

She did not agree with that. Women did not speak when they had nothing to say any more than did men; and, rather than follow the example of some members, who sail over again what had been said several times, she would prefer to occupy that very thorny seat (the Speaker's Chair) which three of her ancestors had occupied.

GOAT GETTERS.

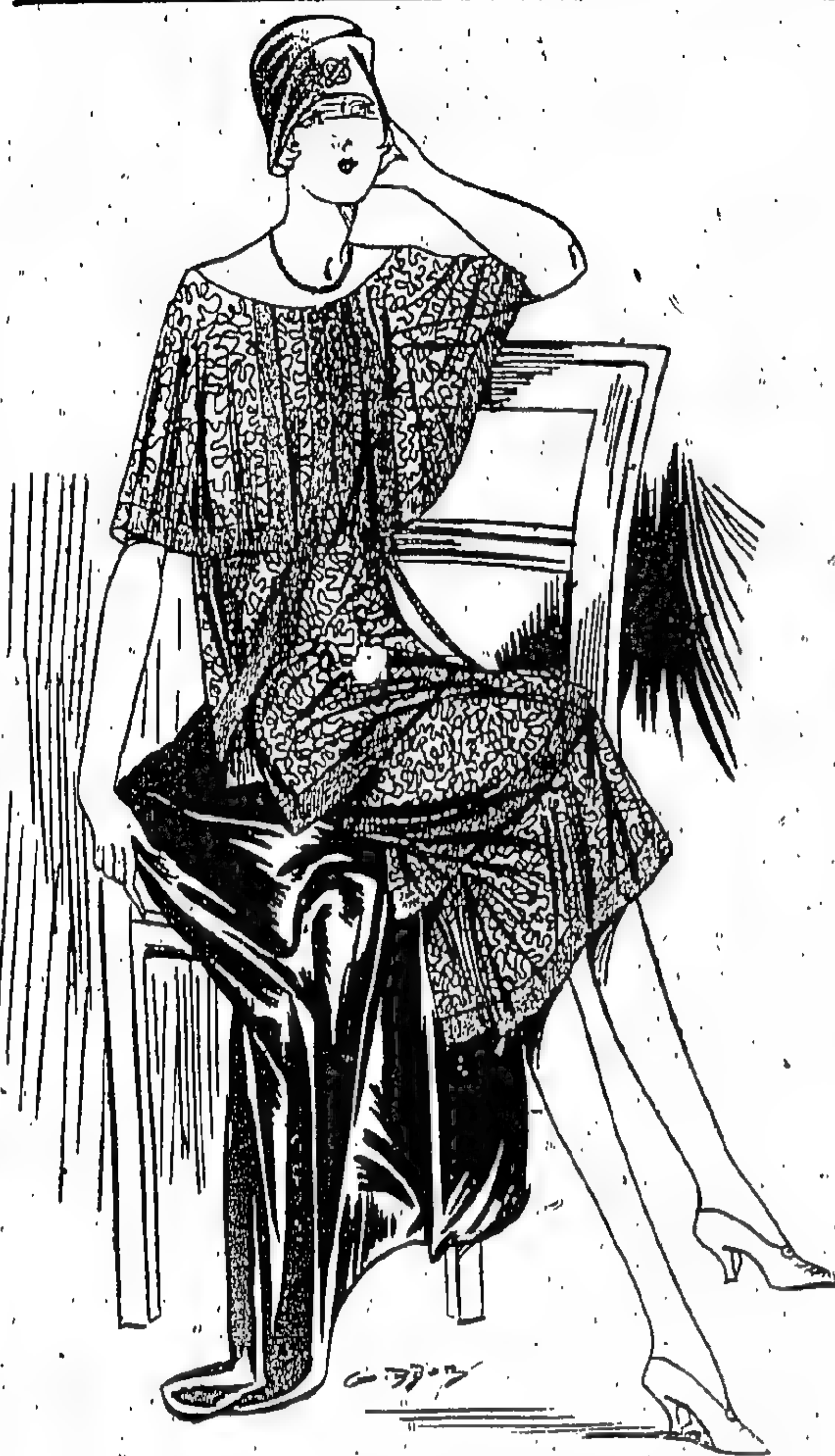


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A DAINTY AFTERNOON FROCK.



An afternoon tea frock, following the vogue for black, carried out in fine black silk lace over a georgette foundation, and is finished with bindings of black taffetas.

OVER THE TEA CUPS.

(SPECIAL TO THE "TELEGRAPH" BY "JOAN").

London, Dec. 15.

Here are two chic hats for you, typical of what is being worn this season. The one illustrated here is of blue homespun, trimmed with gros grain ribbon in two shades of mauve. Underneath is a close fitting turban—another very popular shape, but one which does not suit all and sundry in the manner of the cloche. The model sketched was of green felt, the sole ornamentation—if one excepts the pleated effect in front—being a plain green and steel buckle.

Vanity Street.

A close look at the dressing jacket herewith will show you that it is a very simple pattern and that any effects it may achieve are due to the embroidered edges. Coral pink soft satin, embroidered at the edges with shades of pink almost toning to terracotta, and intermingled with gold, makes this into a delightful wrapper; while for more homely use, you can have it in heavy washable crepe de chine. In these days, when we do not have to go through a lengthy collaring and hair-dressing process, involving the straining of hairs all over us, and thus necessitating a dressing jacket, the little garment to which I am referring would be more useful as a bed-jacket (or boudoir wrap, I ought to say) and it is primarily for this purpose that I had it sketched. Our artist has also given us two smart dresses, one a smart afternoon tea frock, following the vogue for black, and the other a very modish frock which may be worn on many smart occasions.

Is That So?

Miss Dorothy Minto is our picture this week and those of you

who have seen her will remember that she is particularly successful as the bright young thing of the gamine type—very often the wild young heroine who winds up all right in the end in those plays based on Shaw's "Pygmalion," but very far removed from that masterpiece. This time Miss Minto has found a success in P. G. Wodehouse's "Good Morning Bill," which, with the little American comedy-pathos actor, Ernest Truex, in the cast, has settled down to do excellent business at the Duke of York's Theatre. The



critics have one and all said nice things about this comedy which, coming from so distinguished a humorous writer as the author of "The Inimitable Jeeves"—we all knew would be a comedy; and so the theatre in question has entered on a happy holiday season following a not-too-successful effort to give us British light opera in the shape of "The Beloved Vagabond." Why this latter had such a poor run I cannot understand. It had all the elements of success—fine singers, a plot, a pretty setting, tuneful music. But there you are!

If one could forecast these things, there would be fewer bankrupts.

The Street of Adventure.

It isn't often these days that I want to use superlatives about a book; and to want to use them about two books in one week is unprecedented in the history of this page. Nevertheless it must be done. First of all comes a novel—"Black Butterflies" by Elizabeth Jordan (Hutchinson). The plot proper is just the fairly familiar one of two people who meet and marry for mutual convenience and with a certain amount of mutual distaste. You know what happens to them in the end? Of course! But in "Black Butterflies" there is a sub-theme—the Black Butterflies themselves, and they are a club of Bohemians, three of whom are depicted with such truth and understanding, with pathos and comedy so exquisitely blended as to leave me in the author's debt for a most enjoyable three hours and her in my debt for four-pennyworth of mid-night oil.

The other book is one about which you have doubtless read—"Nuda Veritas" by Clare Sheridan, the sculptress, traveller and novelist. This is just the naked truth about the author's life, and the combination of interesting events, psychology, personalities, and the style in which the story is written, leaves me stumped for words to explain the fascination of the book. It is published by Thornton Butterworth and is a considerable tome of over three hundred well-filled pages and many photographs. Also it costs a guinea, but somehow or other you must read it. Few men and no woman could fail to enjoy it.

THE NEW MODISH UNEVEN LINES.



For any smart occasion is this frock of leaf-brown crepe satin. The bolero-like bodice is adorned with embroidery in bronze and flame-colour and finished on the shoulder with a flame-colour flower.

BEADED GOWNS.

HAVE NORMAL WAISTLINE.

A novelty for beaded gowns is a new palette which has a stamped design on it, taking away the hard glitter and giving a much greater effect.

The most favoured gowns are in pastel shades of crepe-georgette, with the new oyster-coloured paillettes. The dresses are made with an almost normal waistline, with gathered skirts, the entire dress covered with elaborate beadwork. Another attractive model seen at a well-known atelier in the Champs Elysees is a pink crepe-georgette dress with silver bead work, and tiny, flat, velvet flowers on the skirt.

Yet another new effect is the open-work, beaded designs on skirts, the bodices being simply beaded. Without any doubt this is going to be one of the popular modes for the coming season, as will be another new effect obtained. Coloured georgette—grey, blue, or fuchsia—is solidly embroidered with black paillettes, leaving a flowered design down the back and front, in the georgette. The coloured background also peeps through the paillettes, taking away from the monotony of the back. Strass beads outline these flowered effects.

Trimming.

Trimming for outdoor clothes are as luxurious as the fabric. Fur, decorated so that the original pelts can only be conjectured, from collars, cuffs, belts, bands, and even wide girdles on the sides of coats.

Japanese and Russian patterns are carried out with applique of coloured leather and embroideries of gold and silver thread. Leather, too, is used on sports and morning costumes in bands, or cut out in conventionalised designs, sometimes painted.

back to the bridge club when someone drops out or goes away on holiday. Our principal patrons are visitors from the provinces and the colonies. We have a very long list of country members.

Men are not admitted to these bridge clubs. However, there is a handsomely appointed waiting-room where each evening, after business hours, a few impatient-looking husbands can be seen idly fingering the latest fashion publications.

SIMPLE TO MAKE.



A very effective dressing jacket in coral pink soft satin embroidered at the edges with shades of pink and intermingled with gold, can be made in heavy washable satin.

THIS WEEK'S RECIPE.

PEAR AND CHESTNUT SWEET.

Peel 1lb. of cooked chestnuts and rub them through a sieve. Stew 1lb. of pears with 4oz. of sugar and ½ pint of water. The pears should be peeled, cored, and quartered; when tender lift them from the syrup. Boil the syrup until slightly thick, add the chestnut puree, and cook for a few minutes. Flavour with vanilla.

Arrange the pears in a glass dish and cover. Spread the chestnut puree over just before serving. Cover with whipped cream and decorate with chopped crystallised fruits.

Shaded Crepe in Ripple Pleats.

Shaded crepe de chine, ripple pleated, is manipulated into ideal afternoon and evening frocks—green running from bottle to pale jade; blue which takes in navy, sapphire, and turquoise; really exquisite shades of carnation and rose. These are chiefly for evening gowns.

FASHION NOTES.

NEW SHADES IN STOCKINGS.

There is something extremely feminine, and reminiscent of the age of the pompons, and fluffy ruffles, in those large flowers which are seen in all the fashionable shades of red and rose, straw colour, and pale green, baby-blue and golden brown.

Roses that defy nature by being manufactured in all shades of brown, but with green leaves, are among the season's novelties. Green and brown carnations are also among the collections shown. Materials used are not only crepe-de-chine, but also velvet. Among the crepe-de-chine blossoms a very expensive and well-made variety are the bouquets of pansters with realistic, hand-painted centres.

Silk Stockings.

Accessories which may either forecast certain aspects of the mode, or follow faithfully the trend indicated by major items in dress, relate notes of colour as much as any other factor.

Silk stockings are an example. The former colourings in pink-toned beige are being replaced by shades of yellow-beige in the list of light tones.

Paris shows a range of these colours in stockings for afternoon wear, as well as in sports stockings, made with tulle patterned lace stripes, alternating with the solid weaves of hosiery silk. Quite a number of women have adopted these lace stockings for informal afternoon occasions, while the new stocking in degraded tulie squares is used exclusively for sports. The colourings in these beautiful stockings are graduated from yellow-beige tone to a greyish brown, known as "fourterelle," or turtledove, a tone which is akin to the pigeon throat of last season.

Decorative Vanity Bags.

A new and rather fascinating vanity case, for carrying with a decorative tailor-made, is made of ebony and rimmed with enamel which matches the coat buttons or snuff mount. Interlaced initials of marcasite appear on one side, and there are thin chains of gun-metal finished off with an enamel baton, the latter passed between first and middle fingers. A vanity case of this order, was recently seen, the enamel, emerald green, effectively carried with a black lace dance frock, the close-fitting toque, black velvet with a small green algerette at one side.

PARCHMENT SHADES.

HOW TO MAKE THEM.

Take a piece of strong quality Manila paper and cut it into the desired shape for a lamp shade. If you are going to paint the shade have a suitable tracing ready, and by holding the paper to the window you can see to make the tracing with a soft lead pencil.

Have a small sponge and a bowl of linseed oil on your work table which should be spread with blotting paper. Dab the plain side of the paper generously with the sponge and oil and leave it until the oil sinks in and dries. You may now proceed to paint the design in, using oil paints and a drying medium.

In mounting the shade on the wire you may use two methods. For the one I find preferable you will need a punch and thin strips of suede leather. Punch the holes exactly half-inch apart and sew the paper to the frame with a bodkin. Shellac the shade on both sides with a good quality, transparent shellac and let it dry well before further handling. The second method of mounting is to sew the paper to the wire with tan thread and an ordinary needle, then glue gold or silver braid around the edges. The first method is better if no design is drawn and painted on the shade. The second belongs more or less to the fussy type of shade destined for the dainty bedroom or drawing-room decorated in the lighter vein.

All sorts of designs may be used on parchment shades ranging from the simplest fern leaf motif to the most extravagant birds, and even scenes.

An effective design carried out on the under side of a shade may show dancing silhouettes done in varying tones of waterproof ink. And another may be simply bands of green and gold or any colours that harmonise with their setting. Dresden figures are good inspiration for the more ambitious copyists. These might also copy old fans on their shades, while the artist of a more futuristic turn of mind will use cubist squares, fish scales and triangles of her own combining. The possibilities are almost endless.—Helen B. Friez.

Boleros Again.

Many of the day models exploit boleros, sleeveless, or with skin-tight sleeves and petal cuffs. On a recent afternoon was seen a black lace bolero elaborately "run" with silver thread and worn over a draped frock of fuchsia-red crepe de chine, a collette of fuchsia velvet completely covering the hair, which was black. Very effective and uncommon!

FOR CREPE-DE-CHINE.



An afternoon frock with a novel note introduced by embroidery on the sleeves in crepe de chine or any soft material.

TWO CHIC HATS.



The first hat is a small cloche hat in blue homespun, trimmed with gros grain ribbon in two shades of mauve. The second is a close fitting turban of green felt, the sole ornamentation being a plain green and steel buckle.

BRIDGE CLUBS.

MEN NOT ADMITTED.

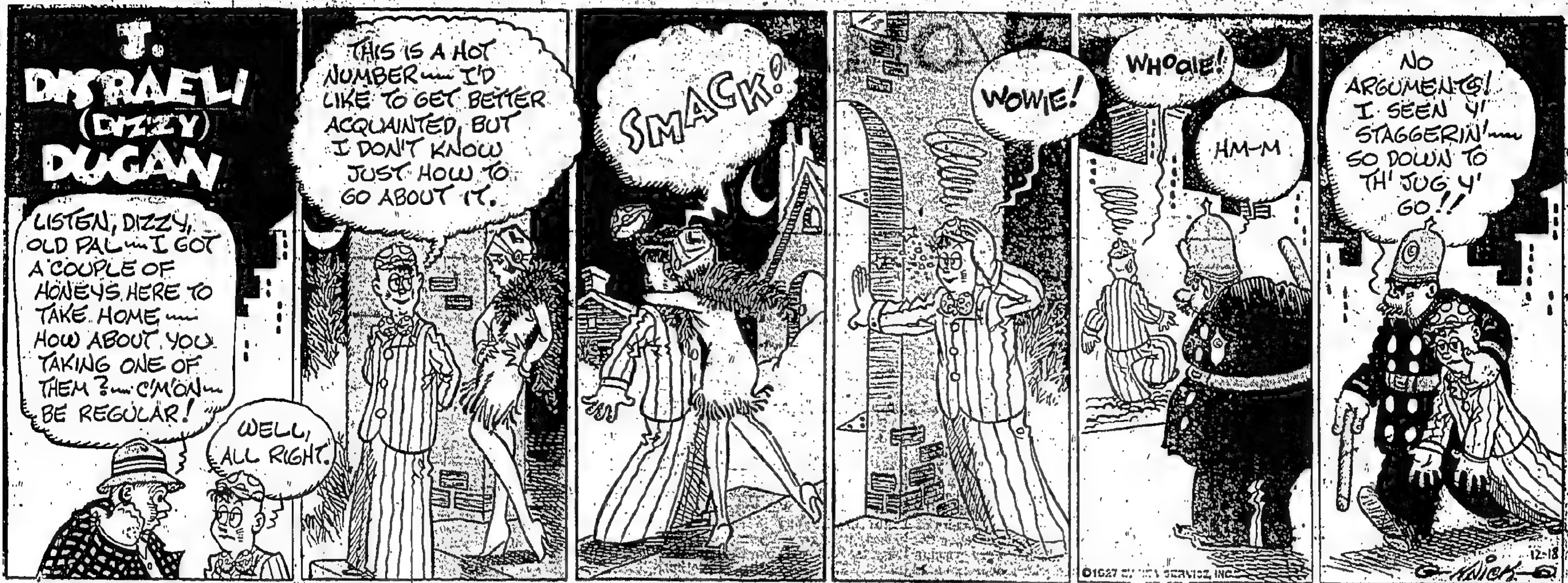
The matinee girl has developed into the bridge enthusiast. Every afternoon in London the well-known ladies' bridge clubs are packed, as theatres are now rarely packed. There are about thirty of these clubs in the West and South West districts.

Whilst they are not exclusive, they are well conducted. High play is not common, but one can lose £4 or £5 in an afternoon.

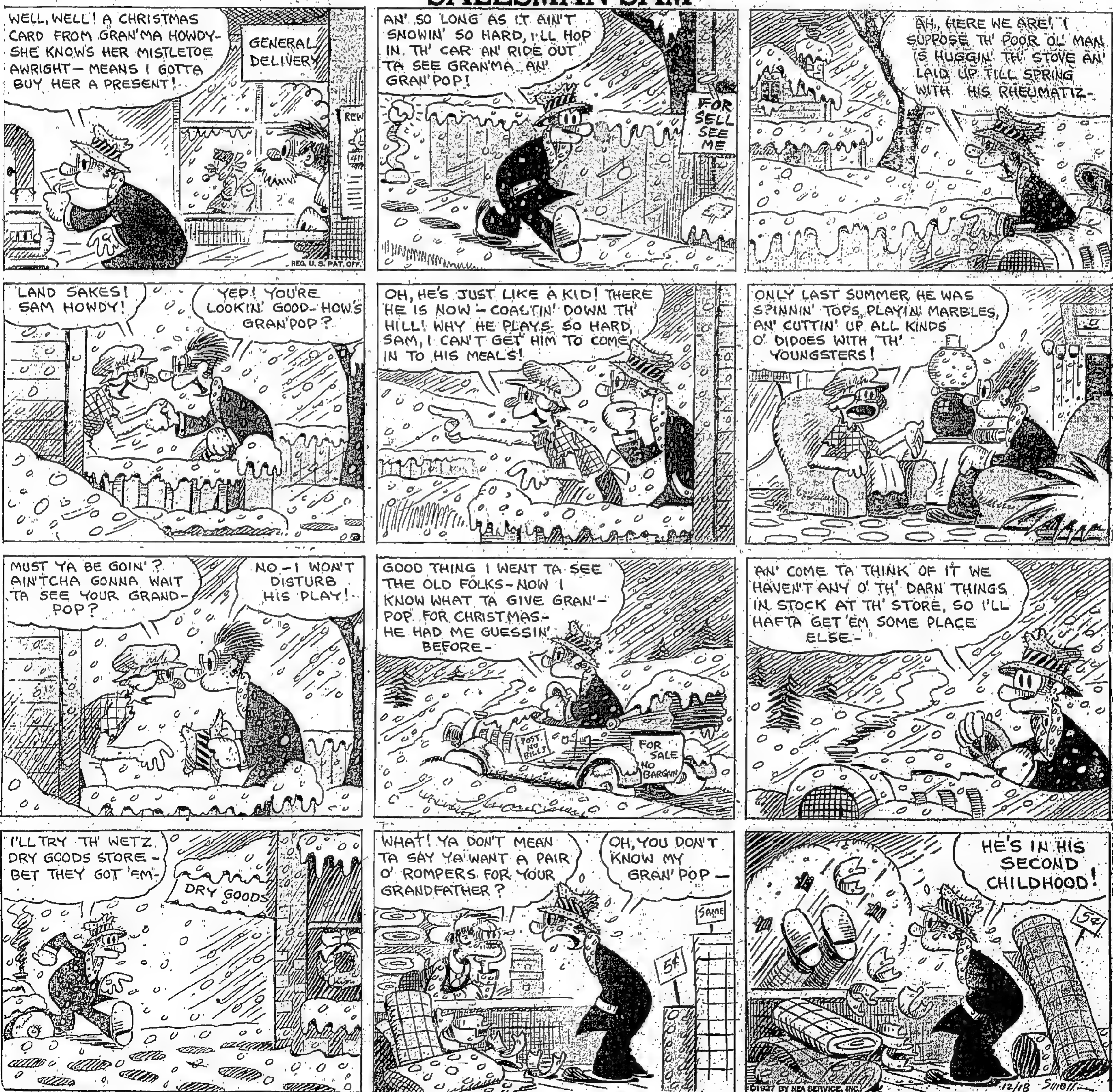
"We do advertise for members," said the secretary of a Knights-bridge club, "but the credentials of each applicant are carefully scrutinised. There is no gambling. The members have graded themselves so that those who play only for small stakes are to be found at the same tables, whereas those who play for medium stakes form a clique of their own. Women are not inveterate players as a rule. One or perhaps two afternoons a week satisfies them. Tables are engaged beforehand, or by telephone on the afternoon on which they wish to play. If all or members were to come at the same time, there would not be room. Rents and expenses are so high that one must maintain a large membership or close down."

The secretary of a Notting Hill club said:—"Ladies, spend the early afternoon shopping, and come in for a rubber between three and four o'clock. The rooms are empty by seven o'clock. Asked whether high play took place, she said:—"There have been no complaints. The management leave the players to do as they wish. Some of our patrons are wealthy, and you might call the stakes high. It is possible that one might lose £4 or £5 in an afternoon, but bridge is a game in which one must strike an average. Taken over a long period, it is one of the cheapest recreations which can be found. There is no gambling in the strict sense of the word."

The secretary of a Kensington club said:—"Running a bridge club is not a fortune-making business. Ladies find fellow-enthusiasts, and very soon, find their own homes more convenient and comfortable. They visit each other's houses, and only come



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Tjisondari	Shanghai	6th Feb	8th Feb	Batavia
Tjilboet	N. China	13th Feb	15th Feb	North China
Tjitaroen	Java, Mesr	13th Feb	15th Feb	Mesr & Java
Tjilwang	Java, Mesr	13th Feb	15th Feb	Amoy, N. China
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TAIKOO BALL.

LAST NIGHT'S BRILLIANT GATHERING.

The ballroom at Taikoo Club presented a brilliant scene last night, on the occasion of the annual ball, when about 350 people gathered. The hospitality of the club has given it a high place in the estimation of the many who have been entertained there and those who attended this much-looked-forward-to event, found the same cordial atmosphere prevailing as on former occasions.

No efforts were spared by the committee members who were responsible for the decorations, the results of their work being a pleasing and effective colour scheme, effected by electric lights and paper streamers, together with Chinese lanterns. The path leading to the entrance was illuminated by coloured electric lights and the stairs leading to the ballroom were beautified by pots of many-coloured flowers.

The Ballroom.

The ballroom itself made a very attractive showing. From a support in the middle of the ceiling a canopy of streamers, coloured red, white and blue, were draped to the walls. Curtains of similar material hung in the windows, while the use of multi-coloured Chinese lanterns added a pleasing effect. Additional coloured electric lights were placed round the tops of the walls.

The dancers found an electrically-lit dance indicator a great convenience. This was placed at the end of the ballroom, near to the orchestra, and by the judicious use of electric lights and switches the dance numbers were clearly indicated. On the wall behind this indicator were hung two flags, one bearing a letter "T" with the date of the founding of the club, 1891, and the other showing the letter "C" with the year 1928 inscribed. Between these two was hung a photograph of Mr. John Swire, which was draped with the Union Jack and the flag of Messrs. Butterfield & Swire.

Excellent arrangements were made for a lounge, sitting-out places, and a supper room, the lounge being in the club mess-room and the supper room in the billiard room. Sitting-out places were arranged on the verandahs. There was also a card room for non-dancers.

SCOTS DANCES.

A first rate dance programme was arranged into which the dancers entered with zest. There were 22 numbers, which included the usual fox trots, waltzes, and also the Lancers. Two appropriate numbers included were an Eightsome Reel De'il among the Tailors; Fairy Dance Reel O'Tulloch, and the Caledonians (Donald Dhu; Blue Bonnets; Lord Dunmore; My Love she's but a Lassie yet; Drunken piper). Two pipers and a drummer from the Borderers officiated for these numbers.

Music for the other dances was supplied by the Tiltania's "Melodians" under the baton of Mr. A. A. Davies.

The officials responsible for the organisation, who are to be congratulated on the result of their efforts, were:

Decorations: Messrs. Gray, Grimshaw, Howell, and T. Young. Supper room: Messrs. Munro, Walmsley, Howell, and Richmond. Card room: Messrs. Weir, McLeod, and James Sloan. Bar: Messrs. Wallace, Watson, and Richmond.

Masters of Ceremonies: Messrs. Hope, Young, Coils, Johnston, McCarr, and Watson.

Door: Messrs. Grimshaw, Wallace, and Watson.

The President of the Club is Mr. N. S. Brown, the Vice-Presidents being Mr. D. Tompkinson and Mr. K. E. Greig. The secretary is Mr. J. A. Watson, and the treasurer Mr. J. B. Richmond. Mr. M. H. Wallace is chairman of the committee, the members of which

JUNK PIRATED.

PROFITABLE ATTACK IN CHINESE WATERS.

Pirates made a good haul from a junk which was on its way from Sheungsha, Ho Fung District to Hongkong on December 11 when they ransacked the junk and took away the entire cargo. The junk returned yesterday when the master made a report to the Police to the effect that when off Sam Chau inlet, Chinese territory, fire was opened upon them from a Hoklo boat.

The boat came alongside and about fifteen men boarded and proceeded to sail the junk. They eventually anchored when the cargo consisting of livestock, fish and poultry worth nearly \$9,000 was removed. The following morning the pirates decamped leaving the junk crew to follow its own inclination. The pirates also stole four old modern revolvers and 400 rounds of ammunition from the junk.

ALTERED NOTES.

CASE ADJOURNED TILL NEXT WEEK.

The hearing of the case in which a Chinese is charged on two counts of tendering a forged \$10 bank note was continued before Mr. W. Schofield at the Kowloon Magistrate's Court yesterday afternoon.

Mr. P. M. Hodgeson appeared for the defendant, two others who were charged in respect of one of the incidents, having been acquitted at a previous hearing.

The defendant is alleged to have tendered two \$10 notes, forged to represent notes of \$100 denomination, at different shops. He was arrested at the second, after being recognised as having tendered a forged note the previous day.

The evidence yesterday was corroborative of the story originally outlined by the Police and at the rise of the court the case was adjourned till next Friday morning.

ARMED TRAFFIC.

COURT'S DECISION IN SAMPAN CASE.

Under a provision in the Magistrates' Ordinance, a Chinese, who was charged before Mr. W. Schofield and Major C. Willson at the Kowloon Magistrate's Court yesterday afternoon with being in possession of 14,160 rounds of Mauser pistol ammunition on board a sampan off Shamshuipo on January 7, was acquitted on the original indictment of possession and convicted on a charge of trafficking in ammunition.

Mr. D. McCallum appeared for the defendant. It will be remembered that at the previous hearing, Mr. McCallum argued that the defendant was not in possession of the ammunition, but that he was merely acting as a broker for the sale of the contraband. Mr. McCallum said that he did not know whether the prosecution intended substituting a charge in respect to trafficking.

The case was adjourned for consideration of the point raised by Mr. McCallum.

Court's Judgment.

In giving judgment yesterday, Mr. Schofield said: "In this case we have come to the conclusion that there was no actual possession within the meaning of the Ordinance; that a sale had taken place, and that the defendant had aided and abetted such sale within the meaning of Section 37 of the Magistrates' Ordinance, and this renders him guilty of an offence under the Arms Ordinance."

"I think you (Mr. McCallum) admitted the sale at the last hearing and as you know Section 5 providing that the sale of arms can only be by licence."

Mr. McCallum pleaded for leniency, pointing out that the defendant had not been found guilty of trafficking in ammunition but had pleaded guilty to the offence. Mr. McCallum also mentioned that the contraband was not intended for the Colony but for up-country and that the defendant had only committed a technical breach of the laws of Hongkong.

The defendant, who had a previous conviction under the Opium Ordinance in 1920, was fined \$750, with the alternative of nine months' hard labour in default. The ammunition and the sampan on which it was found were ordered to be confiscated.

are included in the list of officials given above.

Club's Trophies.

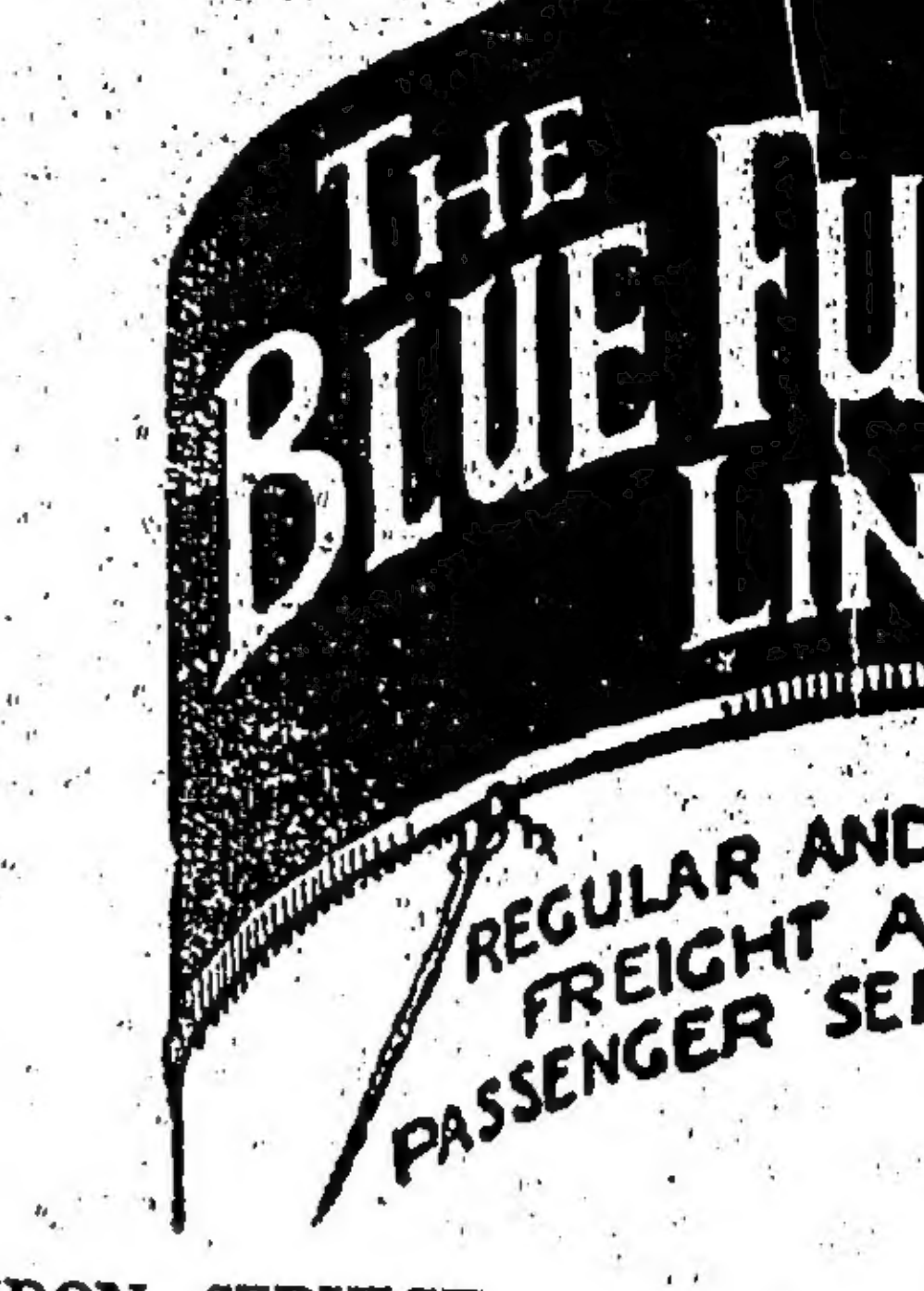
In the bar the trophies won by the prowess of members were on view. These included the Spey Royal Cup, which was won by the Club last season, and which was not on view at last year's ball.

Another new trophy was the Reid Shield, presented by Mr. J. Reid, late manager of the dockyard, and which is put up for competition among club members.

Arrangements were made for the convenience of departing guests by the use of launches which left the dockyard at the hours of 12.30 a.m., 1.15 a.m., and 2.15 a.m.

The catering was undertaken by Messrs. Lane, Crawford's.

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Pres. Hayes ... Sun. Feb. 26, 8 a.m.	Pres. Garfield Sun. April 8, 8 a.m.

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Pres. Madison ... Jan. 31st, 6 p.m.	Pres. Jackson ... Feb. 14th, 6 p.m.

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Katori Maru ... Saturday, 23rd Feb.
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Mishima Maru ... Wednesday, 22nd Feb.
Tango Maru ... Wednesday, 21st Mar.
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TO TIENTSIN	Chipsing	Thurs. 2nd Feb at 5 p.m.
TO OSAKA via AMOI, MOJI & KOBE	Focksang	Mon. 13th Feb at 7 a.m.
TO OSAKA via AMOI, SHANGHAI, MOJI & KOBE	Laihang	Sun. 29th Jan at 7 a.m.
TO CANTON	Chaksang Kwonggang	Thurs. 26th Jan at 9 a.m. Wed. 25th Jan at 9 a.m.
TO STRAITS & CALCUTTA	Namsang Kutsang Kumsang	Wed. 1st Feb at 3 p.m. Sat. 4th Feb at 3 p.m. Sun. 12th Feb at 3 p.m.
TO SANDAKAN	Sulsang Hinsang	Wed. 25th Jan at 3 p.m. Sat. 28th Jan at 3 p.m.

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GLEN LINE.

Fare Hongkong to London 282.

TO LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMBO.

Steamship "GLENIFFER" (Via Olan) ... 25th Jan.
Motor Vessel "GLENAMOY" (Via Olan) ... 2nd Mar.
Motor Vessel "GLENLUCE" ... 4th Apr.
Motor Vessel "GLENLARRY" ... 2nd May.

TO SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOCK.

Due Hongkong.
Motor Vessel "GLENAMOY" ... 23rd Jan.
Steamship "GLENANDA" ... 28th Jan.
Motor Vessel "GLENAPP" ... 3rd Feb.
Motor Vessel "GLENLUCE" ... 24th Feb.
Steamship "OARMATHENSHEIM" ... 5th Mar.

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"LITTLE WAR."

AVENGING FORCE IS ORGANISED.

Khartoum, Jan. 20.
Flight Airforce machines, a company of Mounted Rifles, a Sudanese machine gun battery, five companies of the Equatorial Corps, two companies of the Camel Corps and a detachment of Engineers comprise the British forces in the "little war" in the Sudan, arising out of the murder of Captain Ferguson.

The rebellious Nuong clan has retreated to the islands surrounded by the vast swamps in the Shamba area, which are now cordoned by British troops. The latter are endeavouring to communicate to the Nuor tribesmen that the innocent ones have nothing to fear.

Simultaneous operations are proceeding in the Lau area where the witch doctors have preached rebellion. Many chiefs have submitted but the Kurjur leaders, Pok and Gwek, with small followings, remain in the principal quarry.

—*Reuter.*
[Captain Ferguson was the District Commissioner at Bahr, in the Elghazal Province of Soudan. He was murdered together with a Greek merchant by Nuor tribesmen. The murder took place near Lake Gorr, north of Shamba, while the Commissioner and his companion were returning to the Dinka tribe with some cattle which the Nuor tribesmen had stolen.

In addition to Capt. Ferguson and the Greek merchant, Panatopoulos, two Arab merchants and several servants and carriers were killed.

Capt. Ferguson had travelled to meet the Nuor chiefs and their followers at a post four hundred yards inland, and was discussing business with Panatopoulos when a youthful Nuor threw a spear at him. The weapon barely broke the skin, and Ferguson promptly hurled it back, but the weapon went wide. The attack, however, signalled a general assault, and the Nuors fell on him and stabbed him to death. Panatopoulos was killed as he rushed to Ferguson's rescue.

The carriers who managed to escape fled to the steamer, pursued by the Nuors, the latter being held at bay by the engineer, who fired a shotgun from the deck, while the sailors cut the mooring ropes.

PEACE TERMS.

PEKING EXPECTED TO REJECT DEMANDS.

Shanghai, Jan. 20.
It is reported that Chiang Kai-shek has informed the Northern peace delegation that his peace terms include the retirement of Chang Tso-lin in favour of Chang Hsueh-liang or Yang Yu-ting, the hoisting of the Nationalist flag in Northern China and adherence of Northern leaders to Sun Yat-sen's Three Principles. It is expected that Peking will reject the demands.—*Reuter.*

BACK FROM HAVANA.

PRESIDENT COOLIDGE RETURNS TO WHITE HOUSE.

Washington, Jan. 20.
President Coolidge has arrived from Havana.—*Reuter's American Service.*

CHINA SITUATION.

FOREIGN SECRETARY ON IMPROVEMENT.

London, Jan. 20.
The affairs of China are still a cause of anxiety, declared Sir Austen Chamberlain, the Foreign Secretary, addressing a meeting of his constituents at Birmingham.

Sir Austen Chamberlain said that the danger at the present time was not so much (if at all) direct hostility as that was inspired and directed by the Soviet, but the state of anarchy prevailing along the Yangtze Valley, which was disastrously affecting trade in China.

—*Patience and Conciliation.*
"Yet in spite of everything we adhere to the policy of patience and conciliation. We desire peace and have no interest in China except to pursue the peaceful occupations of trade without injury to Chinese liberties or interests."

"We do not want to obtain another inch of Chinese soil and only seek such security as will enable our traders safely to pursue their lawful peaceful vocations. We cannot permit ourselves to be deprived forcefully of our treaty rights, but we are ready at any moment, in a generous spirit, to negotiate with anyone able to speak for the Chinese people, and to take and fulfil engagements in their name, in order to adjust old treaty rights to the new position, and to give generous satisfaction to the legitimate demands of the Chinese for the development of their nationality and independence."

—*Help of Press.*
Concluding, Sir Austen hoped that the British communities, and particularly the British Press in China, would do their share in bringing home to the Chinese people the goodwill entertained for China, not only by His Majesty's Government, but by all their countrymen—the desire we all had to live in peace and friendship with them.—*Reuter.*

London, Jan. 20.
Sir Austen Chamberlain, dining at Birmingham last night, reviewed the Chinese situation, which, although still causing anxiety was, he believed, less critical and anxious than a year ago. He described the forcible seizure of lawfully held British Concessions as an act of war directly provoked, not in interests of China, but of world revolution, of Soviet agents. In spite of this provocation Britain had refused to treat it as an act of war.

—*Generous Treatment.*
No act of such generosity in such circumstances would have been possible to any government that was not conscious of its strength and power, and no such act of generosity, no such exhibit could be found in all past relations of the Powers with China.

Sir Austen Chamberlain said that active anti-foreignism had passed with the passing of Russian influence from the Chinese Nationalist Party. It is the anarchy prevalent in the Yangtze Valley which was now doing most damage. Despite this Britain maintained her policy of patience and conciliation. We did not want and had no interest except peacefully to pursue our trade relations without injury to Chinese liberties or interests. Sir Austen Chamberlain continued: "We stand by our policy of peaceful conciliation. We cannot permit ourselves to be deprived by forceful action of our treaty rights but we are ready at any moment in a generous spirit to negotiate with anyone who can stand for Chinese people and can make engagements in their name and fulfil engagements which they have taken. In order to adjust old treaty rights to the new position and give generous satisfaction to the legitimate demands of the Chinese for the development of their nationality and independence.—*British Wireless.*

PEKING POLITICS.

COMING CONFERENCE CAUSES SPECULATION.

Peking, Jan. 20.
There is much speculation regarding the conference of military commanders beginning on the 24th. The opinion is gaining ground that the question of petitioning Chang Tso-lin to assume the presidency may not be decided as originally expected.

The conference may decide on important changes in the Cabinet including removal of the Premier, Pan Fu and the Finance Minister, Yen Tze-pu. It may decide that Chang Chung-chang be given the post of Inspecting Commissioner of Chihli and Shantung which is a nominal promotion but will leave him few troops, and result in Sun Chuan-fang becoming the tuncan of Shantung.

The retirement of Chang's henchman, Pan Fu, would also considerably weaken him. It is possible that the question of co-operation with the south for the revision of treaties may also be brought up, as well as the question of peace or war with Shansi and the campaign against Feng Yu-shiang.—*Reuter.*

Fall of Wuchow.

Shanghai, Jan. 20.
The thirteenth and forty-fourth armies from Hankow and the third Kiangsi army from Nanchang are advancing against Hukang. It is reported that General Pei Chung-hsi is on the eve of occupying Yochow, having captured Chengling, the entrance to Poyang Lake after a heavy bombardment by Nationalist gunboats.—*Reuter.*

BIG AMALGAMATION.

RESTRICTION OF RUBBER AFFECTED?

London, Jan. 20.
Another rubber amalgamation announced is that of the British Rubber Estates of Java, Limited, the Waverley Plantations, Limited, the Toegesari Rubber and Coffee Estates, Limited, the Tybar (Java) Plantations, Limited, owning estates mainly vested in Dutch companies, covering a total area of about 12,000 acres and with an aggregate capital likely to approximate £620,000.

The Financial News under the heading of "Canard Week in Rubber" says, "It is being rumoured that this heralds a new rubber restriction. Certain quarters have assumed that this will occasion forms of reduction or abolition of the pivotal price, both of which are completely discredited in responsible quarters."

The Journal believes that the restriction cannot be ended except when the exportable quota reaches 100 per cent.

The Board of Trade returns show that in 1927 rubber imports to the United Kingdom amounted to 145,321 tons and exports to 85,075.—*Reuter.*

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S. S.	Tons	From Hongkong (about)	Destination
DEVANHA	8,155	21 Jan. noon	M's, L'don, A'werp & Hull
DELTA	8,097	27th Jan.	Straits & Bombay
MALWA	10,986	4th Feb.	Marseilles & London
KHYBER	9,114	18th Feb.	M's, L'don, A'werp & Hull
NELLORE	6,853	25th Feb.	Marseilles & London
KIDDERPORE	5,334	28th Feb.	Straits & Bombay
MACEDONIA	11,120	3rd Mar.	Marseilles & London
"KHIVA"	9,135	10th Mar.	Marseilles, L'don & A'werp
KASHMIR	8,985	17th Mar.	M's, L'don, A'werp & Hull
KARMALA	9,128	24th Mar.	Marseilles & London
MANTUA	10,946	31st Mar.	Marseilles & London
"KALYAN"	9,144	7th Apr.	Marseilles, L'don & A'werp
MONGOLIA	16,504	14th Apr.	Marseilles & London
MOREA	10,953	22nd Apr.	Marseilles & London
KASHGAR	9,005	12th May	Marseilles & London
MALWA	10,986	26th May	Marseilles & London
DEVANHA	8,155	9th June	Marseilles & London
MACEDONIA	11,120	23rd June	Marseilles & London

*Passengers to Singapore only. Limited accommodation available for 2nd class passengers from Hongkong to London.

†Frequent connections from Port Said for Passengers & Cargo to Constantinople, Yzma, Smyrna and other Levant Ports by Steamers of the Khedivial Mail S. S. Co.

BRITISH INDIA-APCAR SAILINGS

SANTHIA	7,754	27th Jan.	S'pore, Penang & Calcutta
TAKADA	6,949	13th Feb.	S'pore, Penang & Calcutta
TALAMBA	8,018	26th Feb.	S'pore, Penang & Calcutta

B. I. Apar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South)

ARAFURA	6,000	27 Jan. 10 a.m.	(Manila, Sandakan, Thuru, Island, Townsville, E'bane, Sydney and Melbourne)
TANDA	6,656	2nd Mar.	
ST. ALBANS	4,500	30th Mar.	

Regular Monthly Sailings from Hongkong to Japan and Hongkong to Australia.

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SAILINGS TO SHANGHAI & JAPAN

KHYBER	9,114	22nd Jan. p.m.	(Shai, Moji, Kobe & Yoko)
TAKADA	6,949	23rd Jan. 6 a.m.	Amoy, Moji, Kobe & Osaka
KIDDERPORE	5,334	2nd Feb.	Moji & Kobe
"KHIVA"	9,135	3rd Feb.	Shanghai, Moji & Kobe
MACEONIA	11,120	4th Feb.	Shai, Moji, Kobe & Yoko
TANDA	6,656	7th Feb.	Moji, Kobe, Osaka & Yoko
KARMALA	9,128	11th Feb.	Shai, Moji, Kobe & Yoko
TALAMBA	8,018	12th Feb.	Amoy, Moji, Kobe & Osaka
KASHMIR	8,985	18th Feb.	Shai, Moji, Kobe & Yoko
"KALYAN"	9,144	18th Feb.	Shanghai, Moji & Kobe
TILAWA	10,006	20th Feb.	Amoy, Moji, Kobe & Osaka
MANTUA	10,946	22nd Mar.	Shai, Moji, Kobe & Yoko
ST. ALBANS	4,500	6th Mar.	Moji, Kobe, Osaka & Yoko
INAGORE	5,283	13th Mar.	Shai, Kobe & Yoko
MONGOLIA	16,504	17th Mar.	Shai, Kobe & Yoko
MOREA	10,953	30th Mar.	Shai, Moji, Kobe & Yoko
KASHGAR	9,005	13th Apr.	Shai, Moji, Kobe & Yoko
MALWA	10,986	27th Apr.	Shai, Moji, Kobe & Yoko
DEVANHA	8,155	11th May	Shai, Moji, Kobe & Yoko
MACEDONIA	11,120	25th May	Shai, Moji, Kobe & Yoko

All dates are approximate and subject to alteration without notice. WIRELESS ON ALL STEAMERS.

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S.S. "CITY OF BEDFORD"	via Suez Canal 22nd Jan.
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S.S. "LYCAON"	via Suez Canal 9th Mar.
S.S. "CITY OF ADELAIDE"	via Suez Canal 23rd Mar.
S.S. "RHESUS"	via Suez Canal 6th Apr.
S.S. "CITY OF DUNKIRK"	via Suez Canal 20th Apr.

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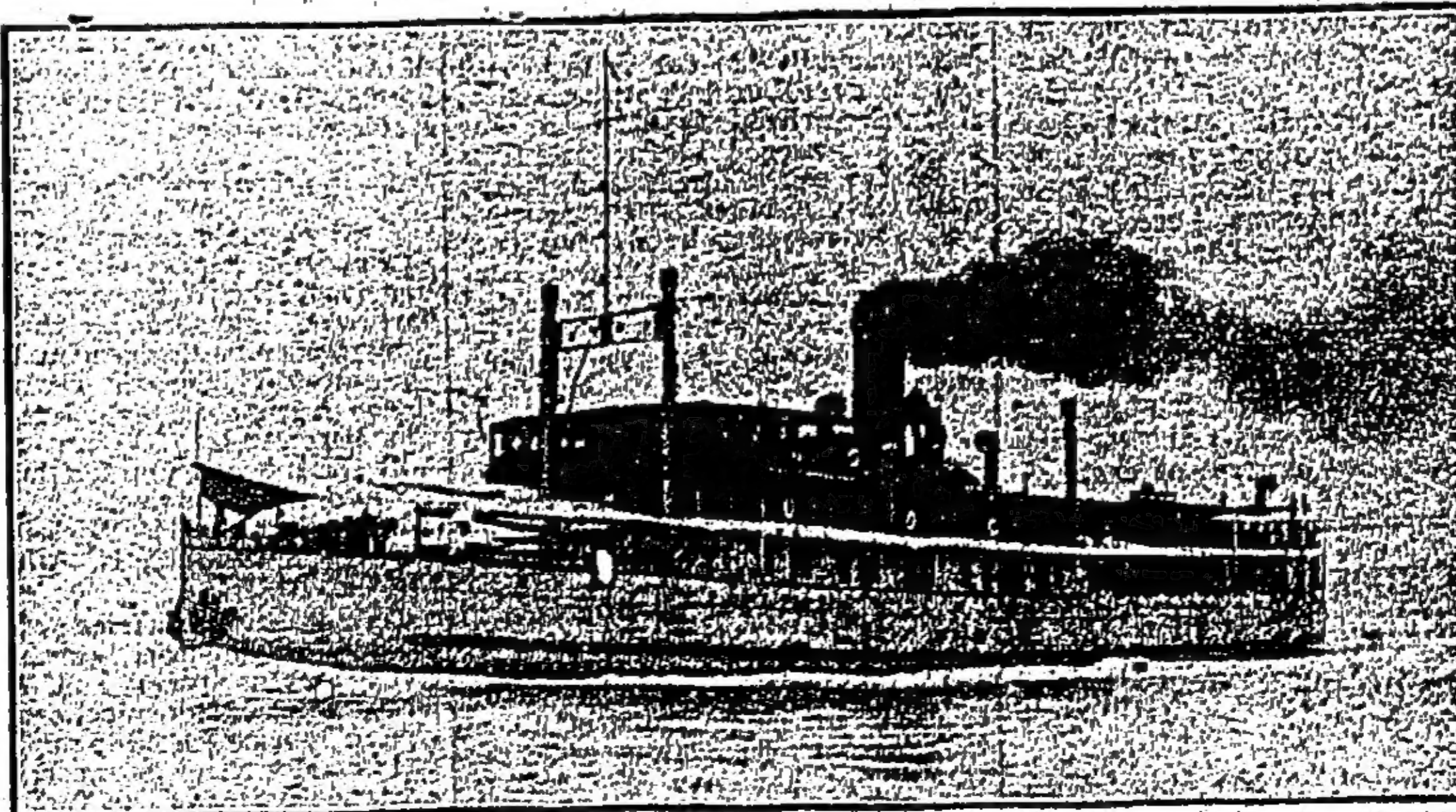
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CHANGTE	6th April	13th April
TAIPING	11th May	18th May

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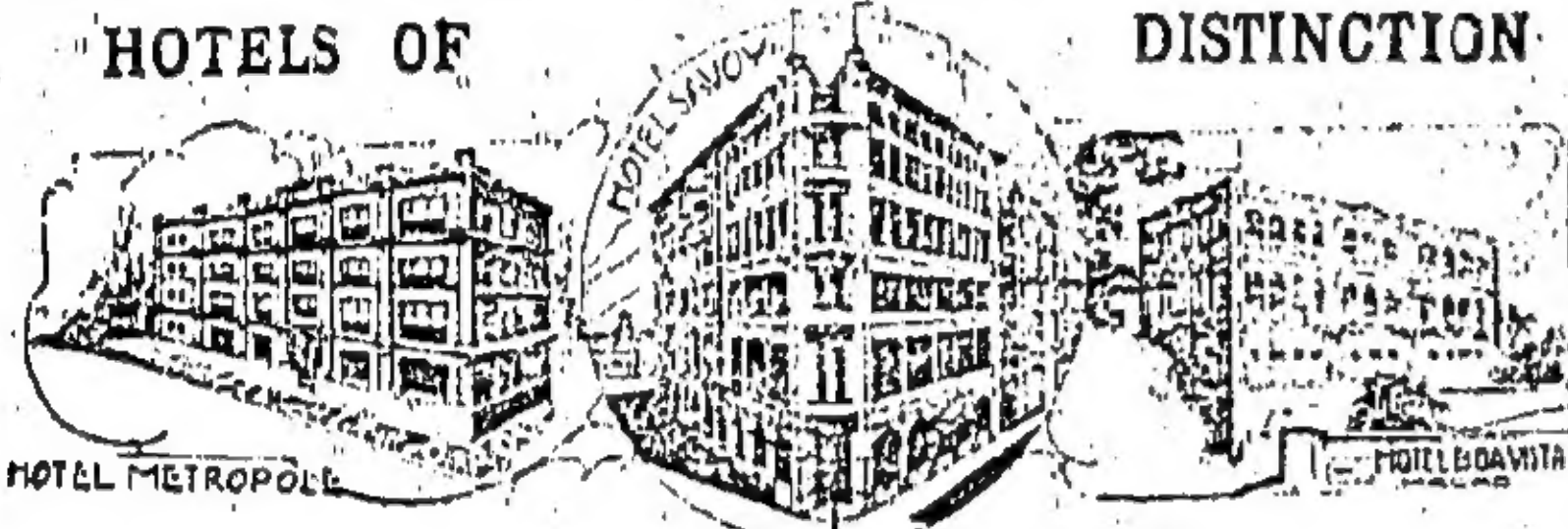
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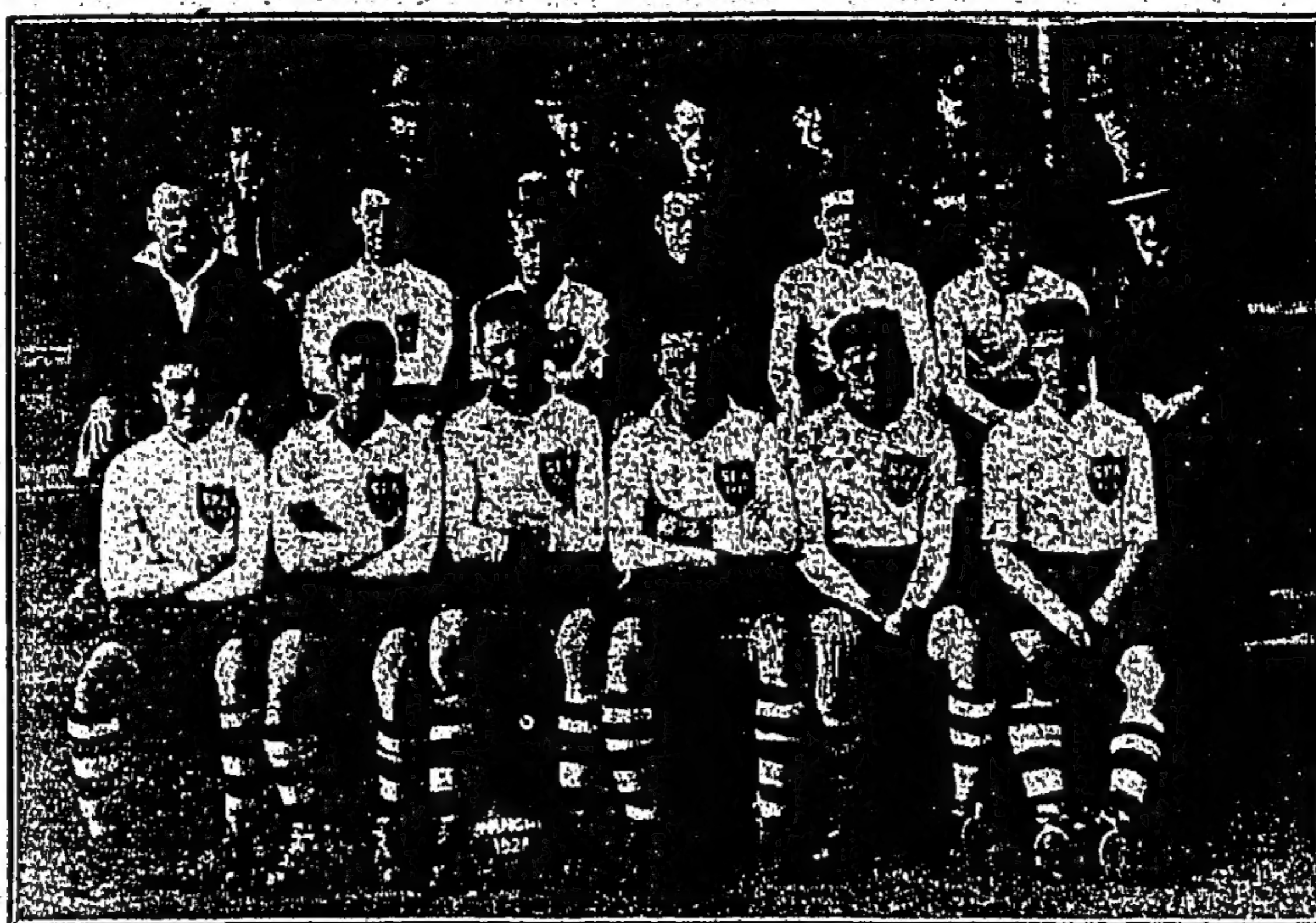
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THE SHANGHAI INTERPORT FOOTBALLERS.



Above is a group photograph of the Shanghai Interport football team which will play
against Hongkong at Shanghai to-day.

Top row (left to right):—A. H. Leslie (Hon. Treas. of Ass'n), J. A. Quayle (Selection
Committee), C. W. Hampson (Hon. Sec. of Ass'n), R. Grimshaw (Pres. of Ass'n), G. F. For-
shaw (Selection Committee), C. S. M. A. Morton (Selection Committee) and J. R. Weeks
(Selection Committee).

Middle row:—H. G. Reed (Referees' Committee), L. Goldman, J. W. Pote-Hunt, B. Frear-
son, A. Hathaway, W. T. Lee, E. G. Barnes (Association mascot).

Bottom row:—R. Baxter, H. C. Collico, S. V. Cash, W. E. Palmgr, A. S. Costa, A. B. Gee.

OUR DAILY TALK ON
HEALTH.DISEASES IN RELATION TO
INDUSTRY.

NEW HAZARDS FACED.

Figures continue to accumulate
relative to the importance of
various occupations in relation to
disease.

Unfortunately, in the United
States few accurate records are
available of the number of per-
sons engaged in various occupa-
tions, of the time that they have
been engaged in such occupations
previous to death, or of other fac-
tors that ought to be known in
order to judge accurately in this
matter.

Heart Ailments Lead.

The Department of Industrial
Hygiene in Columbia University
recently made a careful study of
a selected population in New York
City concerning whom scientific
records could be had. It was
found that tuberculosis still is ex-
cessive in industry as compared with
the country as a whole, but that it
is now surpassed in importance by
diseases of the heart.

Cancer is relatively more fre-
quent among those who are not
working than among those who do
indulge in industrial labour. The
proportionate increase in cancer
is no greater among workers than
among the general population.

Apparently the increase in the
number of deaths from heart dis-
ease is not due to the occupations,
but rather to the fact that less
persons die of conditions such as
tuberculosis and they therefore
succumb to heart disease.

Brain hemorrhage, various
forms of paralysis and chronic
diseases of the kidneys do not
seem to have increased greatly
among workers in the last ten
years, nor do they seem to show
much change in the general popu-
lation.

Special Clothing.

In Russia, where workers seem
to be in charge of governmental
conditions, the People's Labour
Commission is fostering legisla-
tion for industrial hygiene, re-
quiring employers to provide em-
ployees with special working
clothes that will protect them
from injurious substances in their
work. They are demanding short
hours in dangerous occupations
and specified times for vacation.

The evidence seems to be clear
that many occupations contain in-
dustrial hazards and that the in-
crease of mechanization of human
life is bringing with it new dis-
eases and new causes of death.

HOW MUCH DO YOU KNOW?

The following are the replies to
to-day's questions:—

1. King's Own Yorkshire Light Infantry.
2. Lady French. 3. "Oliver Twist" (Dickens).
4. "Westward Ho!" (Kingsley). 5. "The Three
Musketeers" (Dumas). 6. "Vanity Fair"
(Thackeray). 7. "Jane Eyre" (Charlotte
Bronte). 8. Henry VI. 9. The first chapter
headed "The Shipwreck." 10. The "Boston
Star." 11. The "Haller" city, which formerly set the
fashions of Western Europe. 12. Will Hays.
13. "Loved it not honour more." 14. By
inverting the fraction and multiplying. 15. It
never reaches the ocean proper, but empties
itself into the Dead Sea, which is really a
large lake. 16. Bilton.

NEW MOTOR SHIP
LAUNCHED."GREYSTONE CASTLE" FOR
FAR EAST.

A FINE CARGO LINER.

We have received from Messrs.
Dodwell and Co., Ltd., an account
of the launching, on the Mersey,
of the twin-screw motor vessel,
Greystone Castle, built by Messrs.
Camell Laird and Co. for the Lan-
cashire Shipping Co., Ltd., of
Liverpool, for whom Messrs. Dod-
well are the local agents. This
boat is to be placed on the New
York-Far East service. She is the
first of two vessels to be built to
the order of the Company named
and will be ready for delivery in
March. The other will soon be
launched, and the owners are
waiting to see the results of the
trials of the Greystone Castle
before placing an order for a
further three vessels for the trade.

The launching ceremony was
performed by Mrs. M. A. Cham-
bers, the widow of the founder of
the owning firm, and during the
course of speeches it was stated
that she was the third Greystone
Castle owned by the Lancashire
Shipping Co., the first being a
sailing ship built about 65 years
ago. The new boat was described
as a fine cargo liner.

Description of Vessel.

The Greystone Castle is of the fol-
lowing dimensions:—Length, 425ft.
b.p.; breadth moulded, 56ft.; depth
moulded, 31ft. 9in.; displacement load,
about 13,200 tons; and an estimated
speed of about 14 knots.

She is built of mild steel, under
special survey, to Lloyd's 100 A1
class and is constructed on the Isher-
wood combination system of framing.
She has a straight stem and an
elliptical stern. A cellular double
bottom extends all fore and aft and
is divided into numerous compart-
ments for oil fuel or water ballast,
&c., while the fore and after peaks
are fitted as ballast tanks. Two com-
plete steel decks run all fore and aft,
and in addition there are forecastle,
long bridge and poop decks. Five
large holds are available for cargo
and also five tween decks spaces, all
with extra large hatches. Two deep
tanks are fitted amidships for the
carriage of oil, &c. Steel derricks
are provided at the masts for working
the cargo, one being suitable for 30
ton lifts, 10 for 8-ton and 2 for 5-ton
lifts. Powerful electric winches are
installed at the masts and special
arrangements made for dealing with
heavy loads. A large warping wheel,
electrically-driven, is fitted on the
poop. A powerful electric windlass
is provided on the forecastle deck, the
motor being installed on the deck be-
low. Electro-hydraulic steering gear,
is fitted in a house aft and is con-
trolled by telemotor gear from the
navigating bridge forward, and by
rods and gearing from the docking
bridge aft.

Accommodation for officers and
engineers is provided in separate
houses on the bridge-deck, the cabins
being well-fitted with all modern com-
forts.

State Rooms for Passengers.

The captain's rooms, six state rooms
and a smoking room are situated on
the lower bridge immediately above
the officers' accommodation, while the
wireless operators and W/T in-
strument room are on the navigating
bridge immediately aft of the chart-
room. Accommodation for P. O's and
crew is provided in the poop. It is
fitted in the most modern manner,
complete with separate mess-rooms,
&c. A hospital for the crew is ar-
ranged in a house on the poop deck;
also a crew's galley. The officers' galley
is at the forward end of the
engine casing on the bridge deck and
is complete with range, dressers,
&c.

SWISS GIRL'S DISGUISE.

SUCCESSFUL RUSE TO REJOIN
AN ENGLISHMAN.

A young Swiss woman who cross-
ed the Channel in male clothes to
join her lover in England stood in
the dock at London Sessions recent-
ly. The woman, Marie Monight-
etti, aged 32, was indicted for fail-
ing to remain out of the United
Kingdom after a deportation order
had been made against her; and
John Albert Bellerman, aged 52,
a builder was indicted for unlaw-
fully harbouring her in England.

Both pleaded guilty.
Mr. J. F. Eastwood, prosecuting,
said that the woman came to Eng-
land in 1925 on a conditional
landing permit for one month.
This was extended from time to
time, but eventually the woman
was told that she must go back
to her native land. In August,
1926, she was found living with
Bellerman, and it transpired that
the pair had gone through a
ceremony of marriage. She was
deported to Switzerland.

On October 29 last, however, the
parties were again found living
together at Clapham. Monightetti
told the police that she had travell-
ed back to England on a cargo boat.
Mr. St. John Hutchinson, for the
defence, said that the two parties
were devoted to each other. To re-
join Bellerman the woman made a
voyage in disguise, and—still dressed
in male clothes—landed at a
Thames port.

Both the parties were bound
over, the Chairman, Sir Robert
Wallace, K.C., making the condition
that the woman should remain in
touch with the police.

Many of the Lithuanian troops
which have been withdrawn from
the border since the settlement
with Poland are being used as tax-
collectors in Lithuania, where the
payment of taxes is 50 per cent.
in arrears.

troughs and all necessary utensils.
Six staterooms are provided for pas-
sengers; they are tastefully decorated
and upholstered in good style. The
dining saloon is in a house at the for-
ward end of the bridge deck and has
seating accommodation for 16 per-
sons.

Electric light is installed throughout
the ship, the current being provided
by four Dieseldriven dynamos situat-
ed in the engine-room, the voltage be-
ing 220 D.C. and the wiring on the
double-wire system.

Engines and Machinery.

The two main engines are four-
stroke cycle, single-acting reversible
Diesels of the Werkspoor type, and
have been supplied by the North
Eastern Marine Engineering Co., Ltd.
They are of improved design, each
engine having six cylinders of 730
mm. diameter by 1,500 mm. stroke.
The electrical power for the vessel's
auxiliaries, lighting sets, &c., is pro-
vided by four auxiliary Diesel engines,
made by Messrs. W. H. Allen, Sons
and Co., Ltd.

The other auxiliaries of a well-
equipped engine-room consist of a
cooling water pump and a ballast
pump, both of the vertical centrifugal
type, a lubrication oil pump and oil
fuel transfer pump, a general service
pump and emergency oil fuel transfer
pump, auxiliary and emergency air
compressors and three oil purifiers.
All these auxiliaries are electrically
driven with the exception of the
emergency oil fuel transfer pump, the
emergency air compressor and two
feed pumps, which are driven by steam
at 135 lbs. per square inch supplied
from an unusually large Cochran
boiler fired by oil fuel plant of the
low-pressure type.

Entertainments

TERRIFIC SUSPENSE!

Counsel for the defence—himself the
murderer—trying to clear an innocent
man. What was the jury's verdict?

See the amazing
outcome in a fas-
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CARL LAEMMLE
presents

ANNA Q. NILSSON

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from the story by
HENRY IRVING DODGE

The drama of a man who couldn't make a
jury believe he was guilty. A picture that
is at once amazing, different and stimulating.

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TO-DAY

At 2.30, 5.10, 7.15 and 9.20.

FRANCIS McDONALD

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Romance rides again in this
exciting tale of a man and
a girl who seek gold in
the desert places and find
love along the trail of
adventure.

An Exciting Story Of The Open.

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LEW CODY
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CARMEL MYERS
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famous stage
success.



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Continuous 2.30 to 8.30.

At 9.15, THE GLOBE TROTTERS IN "INCIDENTS."